THE EVENING TELEGRAPH.

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FIRST EDITION

THE WAR IN EUROPE.

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Their Enthusiasm.

The Railroad System.

Its Ramifications.

American Ideas.

Adopted by the Belligerents.

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Etc., Etc., Etc., Etc., Etc.

THE WAR IN EUROPE.

GERMANY.

The Enthusiasm at the Universities.

A correspondent of the Boston *Journal*, writing from Heidelberg July 17, says:—

I am now here in Heidelberg, comparatively alone. Three days see hundreds of students on their way to grasp the sword, and God knows how many of my bosom friends whom I left mid tears I shall ever grasp again by the hand. They have now left their duelling swords to rust, and march to the greater duel between their fatherland and its insulter. A few weeks ago the students resolved to honor by a great meeting the departure of the celebrated Professor Goldschmidt to his place among the highest judges of the North German Confederation, but little thought they that on the evening appointed many would meet each other for the last time. Saturday 200 departed, but still in the evening the huge hall was crowded and the excitement tremendous. As soon as the formalities were finished the meeting was no longer a private leave-taking, but a political storm. Sage Professors gave vent to their feelings like hot youths. When Germany's name was mentioned the hurrahs burst forth, the glasses rang, and the voices of fiery youth poured forth national songs which must soon give courage on the field of battle. The "prorector" of the University, the eminent Bluntschli, and several other aged Professors, were as if again young. White hairs covered now no quiet brain, as the aged man with quivering lip and flashing eye recounted the injuries of his country and exhorted the students to their duty.

But the grandest of all was the speech of Treitschke, the most noted political authority in Germany, and the idol of the students. He was absent, and the students awaited impatiently his expected arrival. At last there was a movement at the door, and amid the thunder of applause and cheer on cheer, he advanced smiling to the table of the faculty. Every one who admires eloquence should hear Treitschke, for, though almost completely deaf, and in consequence much troubled in speaking, every word pierces to the heart. He takes his place; a proud smile is on his face as he sees the strength of Germany before him, burning with patriotism. As he enters upon the great subject the smile passes away, the features become rigid, the black eye flashes, the breast heaves, and the words! How the cold blood rushes through the frame as one sees that noble form and listens to his burning eloquence! Those words will ever remain fixed in my memory, and the German students on the field will not forget them.

The Prussian System of Tactics.

In the campaign of 1866 the Prussian formation of the company column was to the military student an object of interest only second to the needle-gun. Every Prussian battalion consists of four companies, each numbering 250 men. The company is formed into two divisions or pelotons, four subdivisions, eight sections; but if the company numbers as many as sixty-four files, it is cut up into four divisions, eight subdivisions, sixteen sections. The company column is a column of subdivisions, eight in number (if the company be on a footing of war strength), drawn up in two ranks, the original third rank of the company when acting in line now forming an extra division for skirmishing purposes. The battalion, when ordered to form column of companies represents a line of four columns, each column showing a front of at least eight men and a depth of sixteen men, the two centre companies sometimes forming a double column. The companies act independently of each other, sometimes being at an interval of a hundred yards. The captain is at the head of his company in front, each subdivision being led on its right flank by a subaltern or by a non-commissioned officer. The colors are in rear of the seventh subdivison of the third company. Thus formed, the Prussians believe 250 men, led by a Prussian captain, can do all that a whole battalion of another army otherwise formed can effect. The French tacticians find great fault with this system, alleging that it causes confusion from the crowding of the rear subdivisions, and that the attack resolves itself into a number of isolated engagements sustained by leaders of companies, the commander of the battalion losing all supervision over his men. This opinion is held also by some Prussian officers of experience who served in the war of 1866.

The North German Merchant Fleet Laid Up in the Port of New York—Nine Steamships and Twenty-seven Sailing Vessels Blockaded.

There are at present in the port of New York, awaiting orders from Europe, nine steamships and twenty-seven sailing vessels, who may neither pursue their homeward course nor go into the coasting trade. The following embraces the entire list:—

STEAMSHIPS.

Hammonia, Hamburg Co.	Hanover, Bremen Co.
Cimbria, Hamburg Co.	Weser, Bremen Co.
Westphalia, Hamburg Co.	Frankfort, Bremen Co.
Union, Bremen Co.	Hermann, Bremen Co.
America, Bremen Co.	

SAILING VESSELS.

Musca, brig, Elsfurth.	Jenny, bark, Bremen.
Capella, bark, Bremen.	Herschel, ship, Hamburg.
Johann, ship, Bremen.	Grafin Knyphausen, bark,
Johnes, bark, Bremen.	Prussia.
Louise, bark, Anchaun.	Birone, bark, Prussia.
Calsow Stesow, brig, Wismar.	Cedar, bark, Bremen.
Marco Polo, bark, Bremen.	Lovine, brig, Blumenthal.
Everhard Delius, bark, Bremen.	Auctorus, bark, Prussia.
Everhard, bark, Bremen.	Neptune, ship, Bremen.
Charlotte, ship, Bremen.	Kolga, bark, Hamburg.
Ceerops, bark, Prussia.	Betty, ship, Bremen.
Frederick Scalle, bark, Prussia.	Harzburg, bark, Bremen.
Shakespeare, ship, Hamburg.	Gutenberg, ship, Hamburg.
Brazileire, bark Bremen.	Elwine Kaplin, bark, Prussia.

These vessels and their crews are, of course, giving their owners much anxiety and involve a great expense. For instance, the six steamers of the Bremen Company, averaging 3000 tons each, cost about $5000 per day, and the three belonging to the Hamburg line about $2500, while the twenty-seven sailing vessels may be aggregated at $6000. The agents of the companies, according to marine international law, cannot dismiss the crews in this or any other foreign port. They, however, can send them back by other vessels and pay the expenses; but as it is expected that the war will not be of long duration, some reluctance is felt in dismissing a body of able seamen, speaking German, whose places may not easily be supplied. There were some hopes during the hesitancy evinced to open hostilities that trade might be resumed, and both France and Prussia would mutually agree not to molest the merchantmen of their respective antagonists; but this hope has died away, as it is evidently the policy of the French Emperor to maintain a strict blockade of all the North German ports, and thus destroy a commerce which has hitherto been annually increasing at a most satisfactory rate.

FRANCE.

An Official Exposition—"Our Conciliatory Desires"—The Turning Point of the Controversy.

The *Journal Officiel* of July 20 says:—

Avoiding all recriminations, we have not reproached Prussia with her conduct towards Denmark, which still asks in vain for the districts of Schleswig which were assured to her by the treaty of Prague, nor with the audacious innovations by means of which she has endeavored during the last four years to render purely nominal the independent sovereignty of the South German States. Our conciliatory desires have induced us to abstain from raising upon that question an irritating controversy, and, instead of appealing to the letter and the spirit of treaties and to the essential conditions of the general equilibrium, as we had a right to do, we limited the question to the object which we had in view when we commenced the discussion. Requiring nothing from Spain, whose susceptibilities we desire not to wound, nor her independence to question, and only acting in respect to the Prince of Hohenzollern as we considered him to be covered by the King of Prussia, it was to that sovereign that our diplomacy addressed a legitimate appeal. Our requirements were not excessive. We contented ourselves with asking for a guarantee to show that the renuciation of the Prince of Hohenzollern was definitive and that the incident which had so justly excited us should not occur again at any moment. Political precedents warranted us in guarding against such an eventuality. What occurred in respect of the Danish Duchies cannot be forgotten. By a document signed at Frankfort on November 30, 1852, the head of the family of Augustenburg, "upon the honor and faith of a prince," renounced all his pretensions to the Duchies in consideration of a sum of 1,500,000 double rix dollars, which were duly paid to him by Denmark. Nevertheless, some years afterwards the son of the Prince claimed the succession to the Duchies, but not offering to return the amount that had been paid for the renunciation of those rights. But, in short, upon what does the present dispute turn? A foreign power, for the furtherance of its views of aggrandizement and power, to the injury of our honor and our interests, sought to disturb the balance of power in Europe. What have we asked? Only one thing—an assurance that a similar attempt shall not be repeated.

As was remarked by the Marquis de Talhouet, the reporter of the commission in the sitting of July 15, the Emperor's Government, from the commencement of the question down to the latest moment, has pursued loyally the same object, without any extension or modification. The first despatch addressed to our ambassador, who had proceeded to Ems to communicate with the King of Prussia, concluded with this sentence:—In order that the renunciation may be effectual it is necessary that the King should join in it, and should give you an assurance that he will authorize no future renewal of the nomination." Thus the question which has proved to be the turning point of the whole controversy was stated at the very outset. What has been the response to our moderation? A haughty rupture of the conferences (*pourparlers*) which on our part had been most loyally conducted.

The French Soldier's Outfit and His Camp Comforts.

The *Petit Journal* of Paris, among other details respecting the Army of the Rhine, congratulates the French soldiers on the care taken of their comfort. Before joining the army, says this paper, the equipment of each soldier is inspected, and, if necessary, renewed, shoe-leather especially, as unless this is perfectly supple and good the greatest suffering may ensue. The soldier receives two pairs of shoes, which he has to wear a little while before his departure. He also receives a complete outfit of linen. He takes with him a quilt, canvas, and a pole for camping out, a wooden bowl and spoon for soup, a supply of needles, thread, buttons, etc., for mending clothes. As soon as the campaign is entered upon, the soldiers mess together in companies of ten or twelve. This association is called a tribe; each man in the tribe has to set to work; the lazy are mercilessly driven away. "Whoever will not work shall not eat," is the favorite motto. If a soldier shirks work, his ration is put on one side and he may cook it as he can. Each tribe has an iron pot, a can, and wooden bowl. Each corporal receives a coffee mill and a hatchet for cutting wood and repairing the sharp points of tent poles. The soldiers obtain far more substantial comfort by living in common and cooking their food together than they could singly enjoy. The daily ration consists of sugar, coffee, rice, meat, salt, and bread or biscuits, in such proportions as represent a money value of 44 centimes. The soldiers always receive the sugar, coffee, bread or biscuit in kind; the rest of the ration they receive in money whenever they are in a country affording facilities for obtaining food. The tribe then caters for itself, and lives well if one of its members happens to be a culinary genius. During the campaign the soldiers' pay amounts to 25 centimes a day, paid every five days.

WAR MISCELLANY.

American Ideas on European Warfare.

The *Army and Navy Journal* of to-day says:—Already we recognize in the conduct of the Franco-Prussian preliminaries an occasional inspiration from our experience. Prussia, probably least prepared for an immediate contact, most immediately avails herself of the lessons taught by the American struggle. Like the Confederates, she forthwith extinguishes every beacon on her coast and removes the light-boats and buoys from her channels. Following the Union precedent at Charleston and the Rebel at Savannah, she forbids approach to her commercial cities by sinking stone-freighted crafts at the mouth of the Elbe and Weser. On land she proposes, it is said, to reproduce our earthwork system, the territory of the Rhine provinces "being covered with improvised works of this description." Her people likewise, outside of the armed population, have caught the blessed conception of American humanity, and are forming sanitary and relief associations, whose merciful action is largely sustained by contributions from Germans in the United States. The inauguration of a general gunboat service on the Rhine, and its prospective use on other German rivers, is an obvious adoption by France of an American precedent; and, as we show in another article, France is also indebted to us for the idea of her much-vaunted *mitrailleur*—not to speak of the Ironclads which she has obtained from an American ship-yard.

Profiting further by the experience of American warfare, the French troops at Chalons have for three years been drilled in the use of the spade. Last summer the Imperial Guard, in camp at St. Maur, was practised in throwing up shelter trenches, or rifle-pits, as we are accustomed to call them. The use of *trenches abris* is now a recognized feature in the French service, though they do not seem to have settled upon any satisfactory plan for providing their troops with the necessary implements for intrenching. A recent clever French writer, a captain of infantry, objects to the addition of the spade to the weight of the soldier's equipments, and deprecates the slowness of an advance with the spade as destructive of French *elan*. Austria, who learned at Sadowa so sharp a lesson of the necessity of providing her troops with means of protection against breech-loaders and shell-guns, has adopted the spade among her military equipments. Every third man in the Austrian infantry now carries a short-handled and broad-bladed spade, called the Linneman, on his left side, *en bandouliere*.

During some of the marches of the Army of the Potomac which we witnessed it was the officers and not the men who carried the spade. Experiments in the Austrian encampment at Bruch showed that with the help of the Linneman a company could in five minutes shelter itself completely with a row of rifle mantlets.

The French Mitrailleur—It is a Direct Theft from American Ingenuity—The Montigny and Gatling Guns.

The *Army and Navy Journal* of to-day has the following editorial article:—

The favorite subject of telegrams, just at present, is the *mitrailleur*, and the last piece of intelligence as to this wonderful French "machine gun" is to the effect that Frankfort offers 500 thalers, or about $300, to the first captor of one of them. So far as this new engine of destruction is concerned, we have the best reason for assuming that Prussia is quite as well supplied with it as France. There are two types of the invention in Europe—the French one, about which so much fuss is made, and a Belgian affair claiming to be its superior, designed by M. Montigny. In suggestion both inventions are due to the original idea of Dr. Gatling, and there is indeed very little question as to the French *mitrailleur* being a direct theft from the American. In the autumn of 1863 the attention of the Imperial Government was drawn to the Gatling gun, and Emperor expressed, through the usual media, "a profound interest" in the invention. The time, however, was not opportune for further study of the affair, or the Emperor's thoughts, on peace intent, were not in frame for the adoption of a new destructive engine; at any rate, the invention was, for the time being, declined. Shortly afterwards mysterious whispers began to circulate of a wonderful gun, with which experiments had been made under the eye of Napoleon. As time passed on, it began to be known that the French army was to have the use of "a machine gun," a *mitrailleur*. The fact of the Gatling gun having been presented to, and, so far as any opinion at all was advanced, approved by the Imperial inspection, is persuasive evidence against the French originality of the *mitrailleur*; but there are even stronger indications of the theft in the mechanism of the machine itself, which has indispensable features exactly identical with the Gatling. In a forthcoming number we purpose to give a faithful illustration and careful description of the American invention, which is far superior to either of its European imitators, between which, by the way, there seems very little difference. The recent stories suggested by the terrible execution of the *mitrailleur* upon a crowded abattoir of broken-down horses, and the announcement that each battalion is to have *mitrailleurs* on its flanks, bears internal evidence of being intended for moral effect on the enemy. The comparative accuracy of American and European machine guns is best illustrated by the trial results. In experiments, for instance, with the Montigny gun, upon a target 97 feet long and 26 feet high midway, at a distance of 430 yards, out of 370 cartridges placed in the gun, 40 were missfires, 278 struck, and 52 altogether missed the target. At 650 yards the hits were in a proportion of about 50 per cent.; and at 1100 yards, for some reason, the trial was given up. Compared with such execution the operation of the Gatling gun is really marvellous. At a target 10 feet square, 500 yards distance, there was not one lost out of 110 shots. At the same target, 1000 yards, 76 per cent. of the shots struck. Other experiments have demonstrated, under proper direction, the scattering powers of the gun upon a more extended object.

We shall be disappointed, however, if the French obtain any such results from the *mitrailleur* as the newspaper reports would have us believe. They are far too much inclined to advertise its virtues to convince us that they have much faith in it themselves. It will undoubtedly do sufficient service in certain situations to justify its use; but that it will have any decisive influence on the conduct of war, we do not anticipate.

The Railroads Intersecting the Seat of War—Distances of the Principal Stations from Each Other.

The following are the stations and distances on the principal German and French railroads which intersect the seat of the present European war. The Rhenish Railroads run in a northwesterly direction along the left bank of the Rhine from Bingerbrueck at the mouth of the Nahe river to Cologne, having a length of ninety-five miles. The following are the principal stations on the railway and their distances from the starting-point:—Bingerbrueck, Bacharach, 8 miles; Oberwesel, 12½ miles; St. Goar, 16½ miles; Bopard, 26 miles; Cappellen, 35 miles; Coblentz, 38¼ miles; Neuwield, 46¼ miles; Andernach, 49 miles; Brohl, 53¼ miles; Nd. Breissig, 56 miles; Sinzig, 59½ miles; Remagen, 61¾ miles; Rolandseck, 66 miles; Mehlem, 68¾ miles; Godesberg, 70 miles; Bonn, 74½ miles; Boisdorf, 78 miles; Sechtem, 82¾ miles; Bruehl, 85 miles; Cologne, 95 miles.

From Neunkirchen in Rhenish Prussia east the railroad stations and distances are:—Kaisers lautern in Rhenish Bavaria, 29 miles; Neustadt, 48¼ miles; Ludwigshafen, 67 miles; Worms, 81 miles. The railroad from Germersheim to Spires, in Rhenish-Bavaria, near the Rhine, is 7 miles in length. From Frankfort-on-the-Main, south, along the Main-Neckar Railroad, the stations and distances are as follows:—Darmstadt, 15¾ miles; Zwingenberg, 26½ miles; Auerbach, 28 miles; Bensheim, 30 miles; Heppenheim, 33 miles; Weinheim, 39¼ miles; Friedrichsfeld, 48 miles; Manheim, in Baden, 53¼ miles. From Kehl, in Baden, on the Rhine, opposite Strasbourg, the railroad stations to the east with their distances are:—York, 2½ miles; Legelshurst, 4 miles; Appenweier (junction), 7 miles. From Manheim in Baden, south along the Baden railroad, running nearly parallel with the Rhine, the principal stations and their distances are:—Heidelberg, 11½ miles; Langenbrucken, 26½ miles; Bruchsal, 32¼ miles; Carlsruhe, 46 miles; Ettlingen, 50¼ miles; Muggensturm, 56 miles; Rastadt, 61 miles; Oos, 66½ miles; Buehl, 69 miles; Achern, 79 miles; Renchen, 83 miles; Appenweier (junction), 86½ miles; Offenburg, 92 miles; Friburg, 131 miles; Basle, Switzerland, 170 miles. From Stuttgart, in Wurtemberg, northwest, the stations and distances are:—Ludwigsburg, 9¼ miles; Bietigheim, 15 miles; Muehlecker, 29 miles; Maulbronn, 33¾ miles; Bretten, 39¼ miles; Bruehsal, in Baden, 49 miles. From Paris, northeast, the stations and their distances are:—Rheims, 99¼ miles; Charleville, 153½ miles; thence southeast—Sedan, 163 miles; Montmedy, 201½ miles; Longuyon, 214½ miles; Thionville, France, 241½ miles.

From Paris, east, the stations and their distances are:—Nancy, 220 miles; thence, north, to Metz, 244¾ miles; thence, east, to St. Avold, 275½ miles; Forbach (France), 287½ miles. From Paris, east again, the stations and distances are:—Luneville, 240 miles; Avricourt, 255 miles; Sarrebourg, 268¾ miles; Saverne, 285 miles; Strasbourg (France), 312½ miles. From Strasbourg, across the Rhine, to Kehl, the distance is 12¼ miles.

War Items.

M. Chassepot has received a Russian patent for an improvement on his rifle.

The young Duke de Feltre, Marquis Rochefort, Viscount Sainte Marie, and M. Georges de Heeckeren are named among the recent volunteers for the French army.

The Queen of Prussia has issued a laconic address, in which she says "the Fatherland expects that every woman will do her duty. In the first place, send help to the Rhine."

An ordinary rifle ball costs in France about a cent, while an explosive one costs about forty-five cents. This is considered a stronger reason for not using the explosive balls than the intense suffering they cause.

General Changarnier, in an essay written two years ago on the Prussian victories in the Austrian war, concluded that they were due to a concurrence of circumstances which it is unlikely will ever occur again.

Count Bismarck sent a despatch to the representative of the Grand Duchy of Luxemburg, saying:—"In reply to your telegram, I declare, in the name of the Confederation of the North, that she will respect the neutrality of the Grand Duchy as long as France respects it."

As an instance of the delays attending the movement of troops, it is estimated that the French Eastern Railroad Company would require ten days to move a force of 40,000 men, with horses, ammunition, etc., from Chalons to the frontier, even if a train could be despatched every hour.

M. Emile Ollivier, the French Premier, said recently to a committee of the Corps Legislatif, when the question of the publication of war news was before them:—"Make what observations you like, and vote as you please; but you will not prevent us from killing the journals which would embarrass and kill us."

The *France* says of the American built ironclad Rochambeau that she is regarded in seamen's language as "formidable and irresistible," and is evidently destined to render important services in the present war. She is manned by 590 men, the guns alone requiring 280 to attend them. Her armament weighs 600 tons.

Great Britain annually exports merchandise to the value of $110,000,000 to Germany, and receives from her products amounting to $85,000,000. Germany is the best customer England has, and as an exporting country is the fourth on her list. The German trade is very largely indirect, and represents goods intended for Austria, Hungary, and other parts.

The progress in marine guns during the last decade has been very great. In 1859 the 68-pounder cast iron gun was the most powerful weapon. At present there are 600-pounder 25-ton guns, beside 18-ton, 12-ton, 9-ton, and 6¼-ton guns. The lightest of these is more powerful than the 68-pounder, and could pierce 4½-inch armor on a ship's side at 200 yards, while the 25-ton gun would probably pierce most iron-clads at a range of two miles.

It is said of the mitrailleuse (which, however, is to be proved) that bullets may rain around, bursting shells may fill the air, still its thirty-seven barrels will shoot like one man, and at 800 or 1000 yards will pour volley after volley of deadly concentrated fire into a circle of from 10 to 12 feet in diameter. No boring or fixing of fuses is required, and the whole operation is performed so rapidly that two steady, cool men could maintain a fire of ten discharges per minute. On the other hand the mitrailleuse could not well compete with the field gun, and it is with this weapon it will assuredly be met. Its bullets would have comparatively slight effect at the ranges at which field artillery projectiles are perhaps most effective, while its size would offer a very fair mark to the gunner.

LADY THORNE'S ACCIDENT.

Her Ladyship Not Seriously Injured.

The Buffalo *Courier* of yesterday says:—Special despatches from Rochester, published yesterday afternoon, announced that the Queen of the Turf, Lady Thorne, had injured herself by slipping while getting into a car at that city for transportation to Buffalo. It is with feelings of the greatest satisfaction that we announce the facts in the case. Lady Thorne was going into the freight car in the Rochester depot, yesterday morning, and had to walk up an inclined plank which had no railing. There was a crowd about, anxious for a glimpse at the great flyer. Frightened at the novelty of the situation, she started back when part way up the plank, her hind leg slipped and she fell off, coming down on her hip. The fall was less than a foot and a half, but she struck on a bone which corresponds to the "crazy bone" in the human arm, and was temporarily lamed, so that she hobbled on three legs. Dan Mace, who had her in charge, was naturally alarmed, and thought she was ruined, and this fact, added to her going out of the depot as she did, and the lack of competent veterinary skill in Rochester, accounts for the despatches sent early in the day. Before the old mare got back to her stable she was using the leg. William Somerville, the veterinary surgeon of Buffalo, was telegraphed for, and went down by the afternoon train. As soon as he saw the Lady he assured Mace that the injury did not amount to anything, and last evening at Rochester she took her exercise as naturally as usual. She is as certain to trot next Friday over the Buffalo track as if she had never stopped in Rochester.

—Pittsburg, Pa., has two brothers named Moore, who bear such a remarkable resemblance to each other that the law officers recently failed to discover "which was which." One of them was "wanted" on a charge of abandonment, and the officer arrested the wrong man. When brought before the much-abused wife, she scrutinized him closely, and could not be certain that it was not her husband until he spoke.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....AUGUST 6

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....76 | 11 A. M.....90 | 2 P. M.....97

CLEARED THIS MORNING.

Steamship Whirlwind, Sherman, Providence, D. S. Stetson & Co.

Steamship Norfolk, Platt, Richmond and Norfolk, W. P. Clyde & Co.

Steamer New York, Jones, Georgetown and Alexandria, W. P. Clyde & Co.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.

Schr Louisa Crocker, Flanders, Boston, Audenried, Norton & Co.

Schr J. A. Gallagher, Boyle, Norfolk, do.

Schr George H. Squire, Timmons, Boston, do.

Schr Junge Hopkins, Gallagher, Richmond, do.

Schr Alexander, Baker, N. Haven, Simnickson & Co.

Schr Richard Miller, Armstrong, Fall River, do.

Schr W. A. Platt, Pratt, Danversport, do.

Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.

Tug Fairy Queen, Wilson, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.

Steamship Aries, Wiley, 48 hours from Boston, with mdse. to H. Winsor & Co.

Steamer Diamond State, Wood, 11 hours from Sassafras River, with mdse. and passengers to A. Groves, Jr.

Steamer H. L. Gaw, Iler, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Steamer G. H. Stout, Ford, from Georgetown and Alexandria, with mdse. to W. P. Clyde & Co.

Steamer Bristol, Wallace, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Schr Express, Papsy, from Maryland, with railroad ties to Vineland RR. Co.

Schr Armada, Palmer, 5 days from City Point, with lumber to Chas. Haslam & Co.

Schr Mary L. Vankirk, Walker, from Newbern, N. C., with lumber to D. E. Trainer & Co.

Schr Isabella Thompson, Endicott, fm Providence.

Schr Ann E. Safford, Powers, from Pawtucket.

Schr Mary, Stower, from Potomac River.

Schr Anna Myrick, Richards, from Provincetown.

Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug Fairy Queen, Wilson, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

MEMORANDA.

Steamer Fanita, Freeman, hence, at New York yesterday.

Steamer Leopard, hence, at Boston 5th inst.

Bark Clara Eaton, Merriman, was at Bonaire 23d ult., loading, to sail for Holmes' Hole or Delaware Breakwater for orders.

Brig Alva, Robinson, for Philadelphia, cleared at St. John, N. B., 4th inst.

Brig Callao, Coggins, hence, at Boston 5th inst.

Schr Margaret Powell, Fenton, from Trenton for New Haven, with coal, in tow, with two other schrs. of tugboat Niagara, 5th inst., struck a rock in Hell Gate, and after being towed as far as South Brother sunk, and will be a total loss.

Schrs Reading RR. No. 41, Bartlett, from Portchester for Philadelphia, and Julia E. Willets, Bayis, hence for New Haven; and Gust. Martin, from Trenton for Providence, passed Hell Gate yesterday.

Schrs H. B. McCauley, Cain, from Boston for Philadelphia, and John Stroup, do. for do., at Holmes' Hole P. M. 4th inst.

SECOND EDITION

LATEST BY TELEGRAPH.

WAR REPORTS BY CABLE

Weissenburg.

The Prussian Victory.

A French Version.

"Overwhelmed" by the Foe.

10,000 Prussians Hors de Combat.

A Doubtful Rumor.

The Town Recaptured.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Particulars of the Battle of Weissenburg.

PARIS, Aug. 6.—The *Journal Officiel* of this morning says that the French troops who, to the number of seven or eight thousand, were engaged in the affair before Weissenburg had to contend with two Prussian army corps, including the picked troops of the Prussian Guard. The *Journal* adds, in spite of the inferiority of their numbers, our regiments resisted the assaults of the enemy for several hours with admirable heroism, when they were forced to give way. The loss of the enemy was so severe that he did not dare to pursue. While at Saarbruck we have broken the Prussian line, our own remains intact.

The Prussian Advance.

CARLSRUHE, Aug. 6.—The army of Baden yesterday passed the French frontier, and advanced to Lauterburg, where it has established headquarters and seized some boats in the river.

The French loss at Neukirchen was three killed and one wounded. They shelled St. Jean Station.

Waiting for News.

LONDON, Aug. 6—7 A. M.—No war news of interest has been received since the account of the battle at Weissenburg. The mail details of that affair have not reached here.

Recapture of Weissenburg Reported.

PARIS, Aug. 6.—*La Liberte* this morning publishes a private despatch, sent at midnight last night from Strasburg, reporting that Marshal McMahon beat the Prussians yesterday evening. The latter have evacuated Weissenburg, and telegraphic communication with Weissenburg has been re-established.

La Liberte says McMahon moved yesterday towards Weissenburg. He was but two hours march from that point, and his men marched at quickstep. He has between 60,000 and 70,000 men. To-day there will be about 150,000 men concentrated near Weissenburg.

The loss of the Prussians in the recent engagement reached ten thousand five hundred in killed, wounded, and prisoners. The French forces defending the town were but eight or ten thousand, while the attacking party numbered fully forty thousand. The enemy was so severely crippled that he could not follow the French when they retired.

This Morning's Quotations.

LONDON, Aug. 6—11·30 A. M.—Consols opened at 89¼ for money and 89⅜ for account. American securities are firm. United States 5-20s of 1862, 83½; of 1865, old, 83; of 1867, 82; 10-40s, 81. Stocks are steady. Erie Railroad, 15; Illinois Central, 101; Great Western, 19.

LIVERPOOL, Aug. 6—11·30 A. M.—Cotton opened quiet. Middling uplands, 7¾d.; middling Orleans, 8¼d. The sales of the day are estimated at 8000 bales.

LONDON, Aug. 6.—Tallow dull.

ANTWERP, Aug. 6.—Petroleum opened quiet.

FROM THE STATE.

Miner Killed by a Premature Blast.

Special Despatch to The Evening Telegraph.

SCRANTON, Pa., Aug. 6.—A miner named Patrick Gallagher was instantly killed at the Gipsy Grove works of the Pennsylvania Coal Company yesterday, by the premature explosion of a blast which he had just ignited. The men had retired to a place of safety, and after the explosion returned to the chamber and found the body of Gallagher near the place of the blast, showing that the explosion had taken place while he was engaged in lighting the match.

FROM THE WEST.

Fire in Cincinnati.

CINCINNATI, Aug. 6.—A fire this morning destroyed the four story brick building on Central avenue, owned by Albert Kroeger, and occupied by Rohmann & Bro., manufacturers of furniture, and Shroyer & Co., manufacturers of sealing wax. The damage to the building was $10,000; insured for $4000 in city offices. Loss on stock from $15,000 to $20,000. No insurance.

New York Stock and Money Market.

NEW YORK, Aug. 6.—Stocks steady. Money 3@4 per cent. Gold, 121¼. 5-20s, 1862, coupon, 111½; do. 1864, do., 110½; do. 1865, do., 110½; do. 1865, new, 109½; do. 1867, 109½; do. 1868, 109½; 10-40s, 107½. Virginia sixes, new, 69½; Missouri sixes, 90; Canton Co., 62; Cumberland preferred, 30; New York Central and Hudson River, 92¼; Erie, 20½; Reading, 95½; Adams Express, 67½; Michigan Central, 111½; Michigan Southern, 90½; Illinois Central, 121; Chicago and Rock Island, 113¾; Pittsburg and Fort Wayne, 92½; Western Union Telegraph, 84½.

FROM WASHINGTON.

Postmasters Appointed.

Despatch to the Associated Press.

WASHINGTON, Aug. 6.—The President has reappointed John Kensler postmaster at Connersville, Indiana, and D. C. Hyde postmaster at Dunkirk, New York, vice Patterson.

Special Despatch to the Evening Telegraph.

Surgeon E. R. Dodge, U. S. N.,

of Sunbury, Pa., was yesterday placed upon the retired list.

Paymaster Appointed.

The President has appointed James E. Cann, of Erie, Pa., an assistant paymaster in the navy.

The European Fleet.

Secretary Robeson, on account of the smallness of the European fleet, has revoked the order to Rear-Admiral Radford to return in the Franklin, upon being relieved of command, to he United States, as previously reported in THE TELEGRAPH, and he is to turn that vessel over to Rear-Admiral Glisson, who will hoist his flag upon her and she will continue the flagship of the squadron.

The Weather at the Seashore.

Aug. 6—9 A. M.	Wind.	Weather.	Ther.
Atlantic City	N.W.	Clear	75

THE NATHAN MYSTERY.

The Police Puzzled and Nothing Discovered—Washington Nathan Vindicated—His Character, Habits, and Demeanor Before and on the Morning of the Murder.

From to-day's N. Y. Herald.

It was anticipated that in this issue startling developments would be made in regard to the horrible murder which has been the all-engrossing subject of conversation for a week past. However, since the inquest all has remained very quiet, and at police headquarters no stir is discernible.

Kelso and Jourdan, who are completely worn out with acting and listening, heard all patiently and dismissed them with Chesterfieldian politeness, until a cadaverous ghoul entered and declared that he had

STARLING INFORMATION

to communicate. Kelso politely escorted him to his private room and invited the ghoul to be seated. Mr. Ghoul dropped himself into a chair and Kelso seized a pen, dipped it into his ink bottle and prepared to write.

"I have come to tell you that I have discovered the Nathan murderer," said the ghoul mechanically.

"You have!" exclaimed Kelso. "It is more than I can do. Let us hear what you have."

Kelso again dipped his pen in ink and put it to paper.

"I have just returned from a visit to a distinguished clairvoyant, Mr. Kelso, and—"

"What!" exclaimed Kelso, throwing his pen upon the table, "do you come here with clairvoyant's stories? Get out as soon as possible. I have some well arranged cells down stairs. I require no clairvoyant sells from you."

WASHINGTON NATHAN VINDICATED.

A statement was yesterday obtained from Mr. Joseph A. Arenson, which may throw some light upon the perplexing darkness now overshadowing the charges against Washington Nathan. In the first place the reader should remember that this young man had been selected by

THE POPULAR INDIGNATION

as a victim. He has simply been available. In the wild tumult of passion which has raged since the dreadful assassination a feverish injustice has sought a murderer. None was more convenient than an inmate of the Twenty-third street house; none was more dramatic than a well-bred, handsome, and high-born son. But why should a reckless and bold denunciation mark Washington Nathan as the assassin more than any other son of the deceased? For these reasons only:—

First. Because he was the last to reach home at night and the last in bed.

Second. Because he was the first to discover the murder in the morning.

Third. Because he said the front door was open five minutes before the officer said he saw it shut.

Judge Dowling has stated that he will certify that no evidence of intemperance or criminality against Washington Nathan can be found on the records of his court, and he offers a written document to that effect. Senator Creamer is also ready to vindicate the afflicted son. As for

THE LADY AT THE HOFFMAN HOUSE,

it has been ascertained that she is one of character and social standing, and the hotel itself is enough to establish this fact without inquiry; and so the proprietor offers to testify to the character of the lady against whom the slanders were printed. So all these outrageous fictions are torn into tatters when examined. Mr. Nathan was never stern, harsh, nor unkind to his sons. He gave them what they desired, and they in turn respected and loved him.

Nothing more forcible has been advanced in this case than the slender form and

PUNY STRENGTH OF THE SUSPECTED SON.

He is small boned, his features are regular and his shape is not muscular. To see him is almost a proclamation of his innocence. Washington has not yet reached his twenty-third year. He was on good terms with his father, had frequent access to the safe in the library by his father's knowledge, and was not a dissolute man.

On the morning of the murder Mr. Arenson heard of the crime while passing down in a Fifth avenue stage, at fifteen minutes to nine. He immediately sought the house and saw Frederick almost crazy with grief. He exclaimed—

KEEP AWAY FROM ME.

"Keep away from me." Washington was sad and gloomy, but quiet. Washington then stated, in answer to an inquiry of his friend, that he had bolted and chained the door in the evening, but found it open in the morning. Mr. Aranson further states that he has seen Frederick since the day of the murder. He explains the confusion about

WHICH BROTHER ROSE FIRST IN THE MORNING

of the fatal day. Frederick says that upon that morning he woke up at half-past five and stood at the window in his night shirt, hardly thinking it worth while to retire again. In this dress he left the third story front hall bed-room by the side door, and instead of passing into the hall went through the communicating rooms to Washington's room, which was the third story back, and entered this apartment by a side door; then at that hour (half-past five A. M.) he saw

WASHINGTON ASLEEP WITH HIS LEGS CROSSED

on the bed. He did not awaken him, but returned to his (Frederick's) room. In a short time Frederick went back by the same way, avoiding the hall, not wishing to make a noise, and just before six he stepped again into Washington's room and simultaneously Washington awoke. Frederick said he would go and awake his father. Washington said no, that he would go, and started down stairs. Soon Frederick heard

THE OUTCRIES OF WASHINGTON

and jumped down stairs to his father's corpse.

It is ascertained that Mr. Nathan had discharged a coachman six or eight months ago, and he was afterward put in the lunatic asylum. It was a mania with this man to believe that he would be assassinated. Is not this

A FEARFUL THING

to accuse a young man of brutal paracide when he has a fair name, a spotless character, and the world before him, just because a father has been slain under the same roof that covers the s.n?

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

PERILS OF OUR SUMMER RESORTS.
From the N. Y. Sun.

Many persons among the thousands who are now daily leaving the city for their summer vacation will never return to it alive; and of those who do not return, many will lose their lives through want of precaution against the peculiar dangers of our summer resorts.

There is at the large majority of watering-place hotels a peril to which ladies in particular are exposed—that of being burned to death. Where there is no gas, either candles or kerosene lamps are usually the means of light; and the incautious use of these often leads to the most terrible results. Young ladies, in preparing for a ball or some other evening entertainment, not unfrequently place the light on the floor or on a low stand, to enable them the better to see while dressing. The thin and airy material of a summer gown is swept by hasty or careless movements into the flame. Firmness and presence of mind are almost always wanting on the part of those who witness the occurrence. The unfortunate girl, lacking all intelligent aid or guidance, wildly rushes forth into the moving air she should avoid, and the flames enveloping her are fanned by it and blaze on until she falls a helpless victim, soon to die an agonizing death.

One has only to read the newspapers to know how often such an accident occurs. We have already noted several this summer, and we can recall many cases of a like nature in past years. Near Providence, last year, at a pleasant little resort on Narragansett Bay, a charming young lady lost her life under almost the identical circumstances we have mentioned; and the tragedy was accompanied by evidence of a heartlessness in the existence of which it is difficult to believe. The inmates of the house, together with those persons from the other places in the vicinity who had come there to the dance, went on with the ball, while, as they knew, the poor girl, in a room not far from them, lay rapidly breathing away her life.

Perhaps the greatest peril to which, in their summer vacation, young men are liable, is death by drowning. Naturally this danger is greatest at seaside resorts; although at such places the means and appliances likely to be at hand for saving drowning persons are always greater than on inland waters. But in many of these drowning accidents an obscure agent, of which little is likely to be said, plays an important part.

Take, for example, a large yachting party. The little squadron is at anchor at one of the numerous convenient harbors in the neighborhood of New York. Balls are given at the hotels of the place in honor of the yachtsmen. The summer boarders flock to the vessels during the day, and perhaps take short seaward excursions in them. During all this festivity and enjoyment a good deal of wine is consumed; and possibly even stronger stimulants are tasted. And when a number of these young fellows go swimming, and in some inexplicable way one of them is suddenly drawn beneath the water and drowned, perhaps pulling under another with him as he sinks, every one speaks of the cramp, but no one says anything about the glass of whisky which he drank just before he went in. Is there one of the party who does not think of it?

It is unquestionably true that a large proportion of accidents similar to that which we have described are due to the use of stimulating drinks. Many a mother has seen her son brought home dead, and has never known what was the true cause of his sudden death. She ascribes it all to inexplicable fate, and is spared the terrible conjecture of the truth. The horse runs away and his driver is killed; the pleasure boat is capsized and one of the party drowned; or some one of the thousand conceivable accidents occurs and results in death, which is seldom attributed to the right cause. And the danger attendant upon the use of such stimulants is nowhere greater than at the summer resorts, which are frequented only for pleasure, and where young men are apt to be far more reckless than at home.

Let those who are leaving town, then, reflect on these dangers, and the many others which will suggest themselves, before they start; and let them steadfastly resolve to guard against them.

THE EUROPEAN PROBLEM.
From the N. Y. Herald.

When, in 1847, the great bell of St. Peter's rang out the summons of Rome to defend the borders of her dominion in the Papal States against the invading Austrians, then advancing into Bologna, it sounded the first signal in these modern times of Italian nationality and independence. This was the work of Pius IX, and from city to city, throughout the Peninsula, the summons ran until a great nation, awakened from its slumbers of centuries, reappeared upon the scene at the word of its leader in arts as in arms, and began to revive the glories of the past. The whole world received this great movement with acclamation—the era of good feeling was revived, the old affection sprang up again in hearts that long had been estranged, and blessings were invoked upon the head of Pio Nono in lands hither and beyond the seas, where the title of the Popes and of their primacy had been opposed for hundreds of years.

And why was this? Shall we attempt to answer? Because—and we offer the idea with deference—the people discovered in the head of a great Christian Church one who, in championing his own nationality against a power that then seemed overwhelming, also championed their cause. Is the cause of nationality involved in this fearful contest just opening between France and Germany? If so, whose nationality is assailed? Does any one avow a design or an endeavor to straiten France in any or in all things that she may do to consolidate her strength, to confirm her position as a great power, and to spread abroad through all the world the influence of her arts and the amenities of her refined and beautiful civilization? If any there be we pause for a reply. We are told that the Prince of Hohenzollern's candidature was a menace and a danger to France. We have the right to ask in what? He is nearly allied in kindred blood to the house of the ruling French dynasty, and in religion he is entirely in harmony with the peculiar requirements of French policy. Is not the matter, then, narrowed down to dynastic and national jealousy? And if so, what have the people, the great, struggling, suffering people of Europe and the world, to do with the quarrel?

We greatly admire and respect the French people and French history, and we recognize in Napoleon III a monarch who has done more for the prosperity and glory of his empire than any of his predecessors, not excepting even him who founded the dynasty and gave his name to it. But in this contest we must recall him and the gallant people who so enthusiastically follow his standard to the eternal principles of justice. France has revelled in glory; her standard has made the tour of the world; the nations look to her for liberty and not for enslavement; *l'Empire c'est la paix* was a pledge and a promise given; the idea goes back to the tenets which should guide the centre and the head of the Christian Church and its self-assumed or chosen champion. If this view be correct—and we offer it as a journalist comprehending the solemnity of our mission—it is for France, as the exponent of the Christian faith for the majority of its adherents, to arrest the tide of war and havoc and to hold out the olive branch of peace.

This is the delay and this is the situation. We care nothing for the rumors of war that have reached us thus far. The reluctance to engage on either side reveals the consciousness of an uncertain cause. What more splendid or glorious opportunity for a truly great nation that has stepped into the arena, thrown down the gauntlet and exhibited the tremendous resources at her disposal, than to say, even in the eleventh hour, "Let us prove that we are truly great—let us have peace!"

A FEW FRIENDLY WORDS TO THE SOUTH.
From the N. Y. World.

We are not such novices as to be unaware that people who volunteer advice are not likely to be repaid with thanks. We also understand that it is not quite in accordance with the time-honored principles of the Democratic party for the people of one State or class of States to counsel the people of another State or class of States respecting the management of their internal concerns. We nevertheless feel impelled to ask the attention of our Southern brethren to a few words of truth and soberness.

The oppressive domination under which the South suffers is a domination from without, and there is no reasonable hope of redress except by relief from external tyranny. If the South possessed freedom of internal action, unasked advice would indeed be intrusive and impertinent. But that section can be relieved from the incubus of Federal domination only by Democratic victories in the North; and this is a valid apology for the advice we presume to offer. As the South needs our aid, it must not spurn our friendly counsel.

From 1860 down to the present time many leading minds in the South have been afflicted with political blindness. It was a supreme act of political folly to split the Charleston Convention by the lamentable schism which brought two Democratic candidates—Douglas and Breckinridge—into the field against Lincoln and secured his first election. The Northern Democrats who abetted that schism were sycophants of the South, not real friends. Prominent among them were Ben Butler, who promptly deserted to the Radicals; Daniel S. Dickinson, who took office under Mr. Lincoln; Caleb Cushing, who has been the paid counsel of successive Radical administrations; and John A. Dix, the submissive tool of Lincoln and Seward in shutting up the offices of Democratic newspapers. These are specimens. The supporters of Mr. Douglas, on the other hand, pitched their professions of friendship in a lower key, but have maintained them to the present hour. If Mr. Douglas had been elected, we should have had no civil war, and the South would have been exempt from its deplorable train of consequences. The wisdom of Douglas consisted in his correct appreciation of the tone and temper of the Northern people. He saw that the safety of the South depended on a strong Northern alliance, and that such an alliance was practicable only on a basis of moderation. What was true in 1860 is trebly true now, and when the North has still greater weight and preponderance; when the radicals control every department of the General Government, and a large majority of the State governments. The South can be relieved only by Northern Democratic intervention, and Northern Democrats may claim to understand the public sentiment of this section better than our impracticable brethren. Unless they will permit us to act upon our better knowledge of the situation, they must resign themselves to the tender mercies of radical domination.

We tell them, therefore, in all candor and plainness, that they only rivet their chains by further opposition to negro suffrage. It is not by negro votes that they are oppressed, but by white votes. It is vain for them to inscribe on their political banners that they are a "white man's party" so long as their tyrants consist of a Congress elected by white votes. Negro suffrage is the result of a white movement. The negroes did not ask for suffrage till the white radicals put it into their heads. The negroes would vote rightly enough, if the white radicals did not mislead and deceive them. The infamous reconstruction laws were passed by a Congress in which the South were not represented at all; by a Congress, therefore, which was wholly elected by white constituents. It is not by negroes that the South is oppressed, but by white men; its most dangerous enemies are the white radicals of the North; and it is ridiculous to expect redress from "a white man's party," when a party of white men are the authors of all the mischief. Is Grant a negro? Is Holden a negro? Was old Thad. Stevens a negro, or elected by negro constituents? Has not Europe groaned for ages under priestly craft and kingly tyranny, without a negro among all her oppressors? Are the English oppressors of Ireland negroes? Was Poland dismembered by negroes? Is Cuba held in subjection by a nation of negroes? Unfortunately, a great part of human history consists of recitals of white tyranny and oppression; and nothing could be more preposterous than to expect justice from "a white man's party" on the sole ground that its members are white.

What the South needs to be rescued from is the domination of the white radical party of the North which has controlled Congress for ten years. The Southern people would have no difficulty in managing the negroes if they were freed from white radical interference exerted through the Federal Government. In North Carolina, it is Holden's martial law backed by Grant's bayonets that keeps the State under radical control. In Georgia the radicals dare not hazard an election, and the Legislature is passing an act, under color of Congressional authority, to continue the present radical officers in authority beyond the term for which they were chosen. It is not negro voting, but outside Federal pressure, that is the unmanageable element in Southern politics. The only means of relief is a political revolution in the North, and Southern Democrats must concede that our opportunities for knowing the North are better than theirs.

We ask the Southern Democrats to recognize the fact that the North is the real battle-ground of political freedom for their section. Here, where the victory is to be won, if won at all, we have no negro voters worth naming. It is a contest between two parties of white men, and a perpetuation of the old quarrel about the rights of the negro only strengthens the enemy. The negro question is the only one on which the radical party agrees; it is their only principle of cohesion. The surest way to prevent the disintegration of the Republican party, is to keep that question alive and continue to force it upon the country as a political issue. The Democrats can become a majority only by drawing off some Republican votes; but on the negro issue the Republican party can easily hold its own, and so long as it retains the control of Congress there can be no freedom in the South. If that section will heed the timely advice given in the Democratic Congressional address, and drop "dead issues," we can easily revolutionize the lower branch of Congress in this year's elections, now close at hand. We ask the Southern Democrats, both for their sake and for ours, to put no obstacle in the way of our achieving this victory. When the Federal Government is once more in Democratic hands, we are quite willing they should manage their local politics in their own way, and will not then intrude upon them any unwelcome advice.

DICKENS AND VICTORIA.
From the N. Y. Tribune.

One of our contemporaries publishes an account of Mr. Dickens' intercourse with royalty, giving as full a description of his last interview with the Queen as though the reporter had been furnished with private quarters behind the back door:—"During the long interview," we are told, "Mr. Dickens remained half kneeling on the sofa, while the Queen stood." We are afraid this most willing of reporters has drawn upon his imagination for his facts, and that his imagination has extracted its Yankee ideas of royalty from Mother Goose or Lothair, in which queens and duchesses wear their sceptres and strawberry leaves, in or out of bed, as faithfully as Captain Cuttle his tarpaulin hat. Is the reporter sure that motherly Mrs. Victoria is not served by captive princes on bended knee, and does not take a morning bath in infants' blood, as is recorded of some of her ancestors? Why did he not describe Mr. Dickens as flat on the carpet, shaking himself in and out, according to Chinese etiquette? The picture would have been more effective, and quite as probable. Majesty, whether wisely or not, is being fast stripped of its externals in England; that the old riddle is not fulfilled, and that it is not thereby left "a jest," is owing more to the respect for the personal character of the Queen, than any undue appreciation of her rank or its insignia. If Mr. Dickens was invited to the palace in order that Victoria might do him honor and present him with her book, she certainly did not leave him kneeling on a sofa, like a fowl going to roost, but received him as simply as any well-bred woman would receive a well-bred man to whom she wished to show hospitality and kindness.

Nothing, by the way, more clearly marks the increasing disappearance of this old subserviency to rank in England than the significant contrast of the ceremonies attendant upon Dickens' burial and that of some other interments occurring about the same time. Lord Clarendon died—a good man and able, who had played not unsuccessfully a role in the foremost line of actors in the national history; a peer among peers, so predominant was his rank among all the facts that concerned him in his own eyes and those who surrounded him; "a noble," says the *Review*, "who held inflexibly to the creed in which so few believe in the present day, that the destinies of nations are shaped by a few well-born and well-bred individuals." Perhaps more than any other man in England he was a type of the highest caste, the aristocrat, thoroughbred, and thoroughly believing in his own order. He was interred with the state befitting such rank. Once being dead and buried, however, death, as usual, pricked the bubble of his name, and its glitter and factitious proportion speedily collapsed and disappeared. He was weighed and labelled most critically, perhaps, by the press of his own party, rated as any ordinary man would be by ordinary men, damned with praise so faint as to be scarcely audible. Another peer, the son of one of the oldest houses in England, dying about the same time under a criminal charge, is, whether innocent or not, hurried to the grave, the hearse followed by a single carriage.

Dickens, humbly born, the object of whose life had been to elevate the poor and decry rank, was buried as a man of the people. The simplicity of his funeral touched us all. But they made room for him among the kings and rulers of the nation. Thousands of mourners came that day to look in at his grave and pass silently away. The sexton, coming at night to fill the pit, found it level with the floor with flowers, not costly, wholesale tributes such as money would buy, but single blossoms, each cast in by a loving hand, and the tribute of a heart which he had made better and brighter. No matter whether the government be a republic or a monarchy, the people choose their own rulers after all, and pay to them only allegiance.

THE MYSTERY YET UNSOLVED.
From the N. Y. Times.

The coroner's investigation contributed little to the solution of the mystery which still enshrouds the Nathan murder; but it threw some additional light upon points that have been controverted, upset some stories that have been industriously circulated, and, to a certain extent, cleared the way for the more extensive inquiry which has yet to come.

First, as to the two carpenters who were at work in the house on the day preceding the murder. Both seem completely absolved from suspicion. They fully explain their whereabouts, verify their statements clearly, and pass unscathed through a very searching investigation. Their testimony is in other respects interesting. The early statements in regard to the ease with which, during the daytime, ingress and egress could be effected unobserved, are confirmed. There seems, indeed, to have been an inexplicable remissness in this respect on the part of those charged with the safe keeping of the house. And, entrance once effected, the facilities for concealment were unusually great. Coalbins down stairs, closets and a tank upstairs, were available without difficulty. These witnesses never saw in any part of the house the iron "dog" with which the murder is supposed to have been effected. The allegation that it had been used some time previous by ship carpenters who were employed to caulk the stable floor is disproved.

Yet more prevalent rumors respecting Mr. Washington Nathan are corrected by the testimony of the patrolman, whom the sons, Frederick and Washington, jointly called after the discovery of the murder. They were together upon the door-steps at the time—both undressed. The socks of one were blood-stained, and his shirt-front was largely smeared with blood. But it was Frederick, not Washington, whose socks and shirt were thus stained. So far as the policeman saw, Washington was without spot or stain. We do not adduce the fact to transfer from one brother to the other the horrible suspicion which sensation-mongers have persistently cultivated, but to correct an almost universal misapprehension upon a point concerning which there has been believed to be no room for doubt. A suggestive fact, now for the first time stated, is that the bloody foot-prints which formed so distinct a track down stairs and across the marble floor of the hall to the front door—all led one way. There were no foot-steps tending up-stairs, or elsewhere than towards the door. The stories about distinct finger-marks, or other traces of blood here and there, are now pronounced fiction. The door itself was closed a few seconds before the patrolman was called in. He had just passed the door, and saw that it was shut. One of the sons—the officer cannot say which—seems to have had a differnet opinion, which, however, he did not attempt to maintain against the policeman's positive statement. The same officer passed the house at 1½, and again at 4½, on the same morning, and on both occasions having tried the door, as required by the rules of the force, found it fast.

Three hours, it will be observed, elapsed between the two periods at which the officer passed the house. The extent of his beat made more frequent passing-by impossible. The circumstance strikingly exemplifies the inadequacy of the present force to meet the obvious wants of the city. A locality that for three consecutive hours, at the most critical part of the night, is without the visits of a policeman, affords inviting ground for burglar or assassin.

The Coroner has still before him the most essential features of his inquiry. These he must scrutinize and expose with great care, and, withal, fearless impartiality, or his work will be held to be undone. It is to be regretted that an adjournment of the inquiry until Monday has been rendered necessary, for certainly much very important evidence is even now available. The sooner all the facts of the case are made known the better. Up to this moment the official contributions to the stock of positive knowledge upon the shocking subject have been scanty and inconclusive.

SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation, in accordance with the laws of the Commonwealth, of the SAVINGS AND DEPOSIT BANK OF MANAYUNK, to be located in the Twenty-third ward of Philadelphia, with a capital of fifty thousand dollars, with the right to increase the same to one hundred thousand dollars. 7 2 s6m

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE MANAYUNK BANK, to be located at Philadelphia, with a capital of two hundred thousand dollars, with the right to increase the same to two hundred and fifty thousand dollars. 7 2 s6m

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANIA BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE MARKET BANK, to be located at Philadelphia, with a capital of fifty thousand dollars, with the right to increase the same to five hundred thousand dollars. 7 9 s 6m

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANTOWN BANKING COMPANY, to be located at Philadelphih, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26 5

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE PETROLEUM BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five (5) hundred thousand dollars.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WEST END BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tathsf

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE QUAKER CITY BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER,
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws
AT WHOLESALE AND RETAIL.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

FINANCIAL.

A DESIRABLE
Safe Home Investment

THE
Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. (7 1 3m

UNITED STATES SECURITIES
Bought, Sold and Exchanged on Most Liberal Terms.
GOLD
Bought and Sold at Market Rates.
COUPONS CASHED
Pacific Railroad Bonds
BOUGHT AND SOLD.
Stocks Bought and Sold on Commission Only.

Accounts received and Interest allowed on Daily Balances, subject to check at sight.

DE HAVEN & BRO.,
No. 40 South THIRD Street,
6 11 PHILADELPHIA.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street,
6 25 PHILADELPHIA.

FINANCIAL.

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds,
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE
6 Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at
NINETY (90)
And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to
C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. 985

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNL
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

IN THE WOODS.

The Ocean Grove Camp-Meeting—A Popular and Successful Enterprise.

From an Occasional Correspondent.

LONG BRANCH, N. J., Aug. 5.

We have just arrived from the Methodist camp-meeting about seven miles south of this place, and, with the permission of the editor of THE EVENING TELEGRAPH, will venture to give the readers of your excellent journal some information in regard to what we saw and heard. But, first of all, permit us to describe the grounds. They are admirably adapted for the purpose intended.

The tract purchased by the association comprises about two hundred acres of land, the greater part of which is covered by a beautiful young growth of pine and oak timber, making a beautiful shade. North and south is bounded by lakes of pure fresh water, each of which is about half a mile in length, and averaging perhaps three feet deep.

On the east roll the waves of the blue Atlantic Ocean, the waves whereof send forth ceaseless Te Deums of praise to Him who bids them roll.

A remarkable feature of the ground is that water sweet and cold can be had anywhere by sinking a pump a few feet. We have seldom tasted better water on a camp ground.

The association have had the plot laid out by a competent corps of engineers into wide avenues, spacious parks, and beautiful streets. A thousand lots 30 feet front by 60 feet deep are marked on the plan, and these are offered on a lease of 99 years for the small sum of $75.

The design is that Christian people, who desire the luxury of a seaside home without the dissipation and costly pleasures of a fashionable watering place, shall here come, build cottages, and occupy them as and for as long a time as they please. We learn that already nearly 400 lots have been taken for this purpose. Some of the best Christian families in your city, New York, Newark, Trenton, and many other places are among the number of the lot-holders.

The sea bathing is not more than about a square from the preacher's stand, and cannot be surpassed by any on the Atlantic coast. All who have seen the grounds are delighted, and embrace the idea and pronounce it just the thing. It will doubtless prove a delightful summer sea-side Christian home.

The meeting, which closed formally to-day, was a gratifying success. The preaching in the general was excellent, being plain, pointed, and practical. The meetings were free from any boisterous exhibition, but were earnest, solemn, and spiritual. Very much of a *family* feeling and home comfort seemed to permeate the minds and hearts of all.

During our visit we saw nothing and heard nothing from any one which was not in the highest degree moral and religious. It was a happy place. Rev. E. H. Stokes, Rev. Geo. Hughes, General Rusling, Rev. Mr. Osborn, and others of similar character are prime movers in the Ocean Grove project.

We feel safe to predict for Ocean Grove a magnificent future. Everything that can be desired in a first-class seaside home is found there, and the facility with which it may be reached in about four hours from the city by the Camden and Amboy and New Jersey Southern Railroads, and a beautiful stage travel of six miles, renders it sufficiently convenient for all.

NEWS SUMMARY.

City Affairs.

—The Faculty and Board of Trustees of the Hahnemann Medical College held a meeting yesterday afternoon, and adopted resolutions expressive of their regret on the death of Mr. Norton, late president of the college.

—Shortly before 2 o'clock this morning fire was discovered in the frame building, No. 227 South Fifth street, occupied by George M. Freid, dealer in corks. The damage wa principally in the upper and rear portion o the building. The flames were soon extin guished.

—The only aldermanic fines paid into the City Treasury thus far for the month of July last are the following:—Thomas Dallas, $37; William Neill, $46; William R. Heins, $40; A. H. Shoemaker, $32; Charles M. Carpenter, $45; J. R. Massey, $34, and Charles E. Pancoast, $56.

—The Board of Aldermen met yesterday, and elected canvassers for the Ninth, Tenth, and Eleventh wards.

—An order has been issued by the Chief of Police directing the police to act subservient to and assist the firemen during time of fires.

—Mrs. Prendeville, who was injured at Cape May on Thursday, has since died.

Domestic Affairs.

—Gold closed yesterday at 121¼.

—Mexico sympathizes with Prussia.

—Mr. Frelinghuysen has not yet accepted the English mission.

—War between San Domingo and Hayti is stated to be imminent.

—Two horse-thieves were lynched at Puebla, Colorado, on Thursday.

—Friends of General Lee deny that he ever offered his services to France.

—Two heavy robberies of diamonds have recently occurred at Long Branch.

—Four men are under arrest in New York on suspicion of being implicated in the Nathan murder.

—The President is said to be indisposed to call an extra session of Congress until new reasons should arise.

THE WAR.

THIS MORNING'S DESPATCHES.

THE SAARLOUIS HOAX—THE GREAT BATTLE AT THAT POINT NOT YET FOUGHT—PRUSSIAN REJOICINGS OVER THE VICTORY AT WEISSENBURG.

LONDON, Aug. 5.—The report that Saarlouis had been taken by the French, after a brilliant engagement, proves unfounded. The report came from Paris, and is contradicted by a later despatch, which says there has been no fighting as yet at that point.

It is understood that England has determined to make invasion of Belgium a *casus belli*. The King of Belgium will summon the powers who have guaranteed his neutrality to his assistance if his territory is invaded, and England will respond.

LONDON, Aug. 5—[Special to N. Y. *Herald*].—A special despatch from Hozeman, of to-day's date, says the defeat of the French at Weissenburg was disastrous. General Douay's division, composed of picked men, was utterly routed, and several of them have reached here in a demoralized condition. Weissenburg is in possession of the Prussians. A general advance here and at Saarlouis is expected.

FRANKFORT, Aug. 5—Noon.—A train has just arrived here bringing 500 French prisoners from Weissenburg. They will be sent to Northern Prussia. The total number of prisoners captured by the Prussians was 800, including eighteen officers.

BERLIN, Aug. 5.—Dense crowds assembled to-day in front of the royal palace, to whom the King's despatch announcing the victory of Weissenburg was read by order of the Queen. Great enthusiasm prevails. The buildings are generally covered with flags, and there is to be an illumination to-night.

Subscriptions to the war loan already exceed $125,000,000.

The substantial fruits of the Crown Prince's victory are the destruction of one side of the French quadrilateral and the cutting off of McMahon's corps from its northern connections.

MADRID, Aug. 5.—Journals here have been prosecuted for publishing false despatches from Paris announcing the defeat of the French at Saarbruck. The first news of the success was received here through a telegram sent by the Empress Eugenie to her mother.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 5·01 | MOON SETS..... 0·24
SUN SETS..... 7·10 | HIGH WATER..... 9·45

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

CLEARED YESTERDAY.

Ship Arcturus, Edwards, Antwerp, Workman & Co.
Steamship Wyoming, Teal, Savannah, Philadelphia and Southern Mail Steamship Co.
Steamship J. W. Everman, Hinckley, Charleston, Souder & Adams.
Steamer F. Franklin, Pierson, Baltimore, A. Groves, Jr.
Steamtug Ella Wood, No. 2, Follett, New Orleans, captain.
Brig Nuevitas, Trask, Boston, L. Audenried & Co.
Schr S. P. Tasker, Allen, Boston, do.
Schr R. W. Tull, Robinson, Boston, do.
Schr American Eagle, Thomas, Providence, do.
Schr Cyrus Fossett, Wells, Boston, do.
Schr S. P. Hall, Chipman, Boston, Walter Donaldson & Co.
Schr John Henry, Fields, Salisbury, Md., captain.

ARRIVED YESTERDAY.

Steamer Novelty, Shaw, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse. to W. M. Baird & Co.
Schr James M. Flanagan, Shaw, 17 days from Cienfuegos, with sugar and molasses to Madeira & Cabada.
Schr Ellen Holgate, Golding, 5 days from Newbern, N. C., with lumber and shingles to Norcross & Sheets—vessel to Chas. Haslam & Co.
Schr Annie, Adams, from Chickahominy River, with railroad ties to Albrecht & Finley.

Correspondence of The Evening Telegraph.

EASTON & MCMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 5.—Four barges leave in tow to-night, for Baltimore, light.
M. F. Hannegan, with ore, for Wilmington.
Rose Ann, with wheat, for New Castle.

BALTIMORE BRANCH OFFICE, Aug. 5.—The following barges leave in tow to-night, eastward:—
Cascadilla, M. Bartlett, C. H. Gage, J. J. Wolcott, and F. Bachelder, with coal, for New York.
The Thomas and Matthew, Melissa, and J. T. Hedrick left with those reported yesterday. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 6.—The following boats left this morning in tow:—
John Lingafelt, with lumber to T. P. Galvin & Co.
Naomi, with lumber to Norcross & Sheets.
Hero, with lumber to Patterson & Lippincott.
T. N. Buck, with lumber, for Brooklyn.
Harry Craig, with lumber, for Wilmington.
Pennsylvania Canal Co., with coal, for Oil City.

(By Telegraph.)

LEWES, Del., Aug. 5.—Passed in yesterday, bark S. H. Duval, from Leith.
Went to sea, bark Arcadia, for Antwerp, a herm. brig and three schooners.
In harbor, a herm. brig, ten schooners, and str America. Wind N. Thermometer, 82.

MEMORANDA.

Ship Washington Booth, Gunby, hence, at Baltimore 4th inst., to load for Rotterdam.
Steamer Erin, from New York for Liverpool, at Queenstown yesterday.
Steamer Dacian, from New York for Glasgow, at Glasgow yesterday.
Steamer Ocean Queen, Maury, cleared at New York yesterday for Aspinwall.
Steamer Saxon, Sears, hence, at Boston at noon 5th inst.
Steamer Rattlesnake, Winnett, hence, at Boston 5th inst., A. M.
Steamer Salvor, Ashcroft, hence, at Charleston 4th inst.
Schr Mail, hence, at Lynn 1st inst.
Schr Mary J. Fisher, Lawrence, hence, at Lynn 2d inst.
Schrs Maria Roxana, Palmer, and Albert Pharo, Shourds, hence, at Providence 3d inst.
Schrs Brandywine, Adams, and E. Sinnickson, Penneville, for Philadelphia, sailed from Providence 3d inst.
Schr P. Boice, Adams, hence, at Bristol 3d inst.
Schrs Pedro A. Grau and George A. Twibill sailed from Norwich 3d inst. for New York.
Schrs Richard Vaux, Whittaker; Sarah, Cobb; and S. J. Godfreg, Godfrey, hence, at Boston 4th inst.
Br. schr Star, Johnson, hence, at Wilmington, N. C., 3d inst.
Schr Annie Murchie, Merrill, cleared at Portland 3d inst. for Pittston, to load for Philadelphia.
Schr Bertha Souder, Wooster, from Eastport for Philadelphia, sailed from Holmes' Hole 2d inst.
Schr Bowdoin, Randall, hence, at Fall River 1st instant.
Schr Stephen S. Lee, Springer, hence, at Lynn 31st ult.
Schr Margaret Reinhart, Hand, hence, at Newburyport 1st inst.
Schrs Alexander H. Cain, Simpson; Sophia R. Jameson, Jameson; and J. G. Comegys, Vickers, hence, at Boston 3d inst.
Schr Ida Lewis, Heustis, cleared at Boston 2d inst. for Kennebec river, to load for Philadelphia.
Schrs Elwood, Doron, Jarvis, from Richmond, Me., for Philadelphia; Helen M. Waite, McRae, from Calais for do.; and J. B. Van Dusen, Corson, from Philadelphia for Lynn, at Holmes' Hole 2d inst.

MISCELLANY.

Bark Nellie Fenwick, Bearse, from Azua (Island of Bayti), for Boston, consumed by fire off Block Island, on Tuesday, had a cargo of logwood, fustic, sugar, and molasses, which was consigned to Messrs. N. P. Mann & Co., of Boston, and was insured for 20000. Messrs. Fowle & Carroll also had on board 1000 bags sugar and 50 bbls. of honey. The vessel was owned by Messrs. Loring & Shute, of Boston. She was 198 tons, built at Scituate, Mass., in 1854.

About 3 o'clock on Tuesday afternoon the American bark Commodore Dupont, lying east of Banar's canal, Savannah, loading lumber for Montevideo, was struck by lightning, the fluid splitting the foremast all the way down from the foreyard to the house, first striking the foreroyal and topgallant mast, splitting them through and through, and rendering them useless.

Very good progress is being made in lightening schr Grace Girdler, ashore above the shipyards, Newburyport. About 140 tons coal have been discharged, and on Wednesday preparations were to be made, by the aid of a steam pump, for floating her on to the dock, where she can be wholly discharged. If this should fail to do the desired work, Mr. Joseph W. Davis, submarine diver, will probably go down and put chains around her, and raise her by buoying. She will go on the Merrimac Marine Railway for repairs as soon as discharged.

NOTICE TO MARINERS.

The Newport (R. I.) *News* of 2d inst. says:—The masts having been cut away from the wreck of the bark Trojan, sunk back of Fort Walcott, there is nothing to mark her whereabouts except at low water, and she is likely to become an obstruction to navigation. She was sunk there against the protests of United States Engineer Houston, some four years ago, to extinguish a fire burning in her hold, and only finally consented with the promise that she should be raised. It is not likely now that that promise will ever be fulfilled.

PORTSMOUTH, N. H., Aug. 3.—Engineer Duane, of the United States Army, commences to-day to build a new lighthouse on Whale's Back, in this harbor. It is to cost sixty thousand dollars, and will be supplied with a steam fog-whistle.

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS.
No. 15 NORTH WHARVES
AND
No. 17 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELMER CATTELL

JEWELRY ETC.

J. E. CALDWELL & CO.,

JEWELLERS,

No. 902 CHESNUT Street,

Have largely increased their stock of

DIAMONDS

AND

DIAMOND JEWELRY,

EMERALDS, SAPPHIRES, PEARLS,

OPALS AND CAMEOS,

In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen.

They also call particular attention to

NEW STYLES OF JEWELRY

IN ROMAN GOLD, GOLD AND ENAMEL,
TURQUOISE, BLACK ONYX,
BYZANTINE MOSAICS, AND PARISIAN ENAMELS. (8 5 fmwtfrp

No. 902 CHESNUT Street.

EXCURSIONS.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "
Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. BUDDELL,
C. TAGGART,
6 29 10t mwfttf No. 52 N. DELAWARE Avenue.

FOR SALE.

ASSIGNEES' SALE OF COUNTRY SEAT, MILLS, AND FARMS.

No. 1. A large Merchant Mill, with seven run of burrs, 150 horse-power; 70 acres of land, six Tenant Houses, and all other fixtures complete. Price, $35,000.

No. 2. A Grist and Saw-mill, 125 horse power; 22 acres of land, suitable for cotton, woollen, or paper manufacture; Dwelling House, and all the usual outbuildings. $12,000.

No. 3. A Farm of 275 acres, with beautiful Country Seat, Farm House three Tenant Houses, Barn, Milking Shed, Carriage-house, Henery, Ice-house, Grapery, and Gas-house, and all other fixtures suitable for a country residence and grazing or dairy farm. There is on this tract a Grist and Saw-mill, with a fall of 35 feet. Price, $200 per acre.

These properties adjoin, and are situated on the bank of the Brandywine at Chadd's Ford, on the Philadelphia and Baltimore Central Railroad, about 25 miles from Philadelphia. This is classic ground, being the site of the Brandywine battle in 1777.

No. 3 is the handsomest Country Seat to be found in the beautiful section of country where it is located.

For particulars address
WALTER HIBBARD,
West Chester,
6 3 f12t* Chester county, Pa.

HATS, TRIMMINGS, ETC.

237 SOUTH STREET.

GREAT BARGAINS IN STRAW, GIMP AND HAIR HATS, FOR LADIES AND MISSES,
To close out Summer Stock.
Sundowns, white, black and brown, 40 to 60 cents.
Ribbons, Crapes, Flowers, Ruches, Frames, etc.
Sash Ribbons, all widths and colors, 50, 60, 75, $1.
The best bargains of the season in Sash Ribbons.
We are receiving bargains from Auction daily.
MARKLAND'S
Store for good articles at low prices,
7 20 tuth3w) No. 237 SOUTH Street.
Ladies, notice—Trim your Hats while you wait.

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 23 WAREROOMS, No. 610 ARCH Street.

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET

(Two doors below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On 25 and upwards..... 2 per cent.
" 100 " ..... 5 "
" 300 " ..... 6 "

Address all orders, etc., to
STAMP AGENCY,
No. 304 CHESNUT STREET, PHILADELPHIA.

CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS

AND

SHIP CHANDLERS,

No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, AT SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
2 8 4 PIER 19 NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA.

The HERCULES will sail for New Orleans direct, on Saturday August 13, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana on Wednesday, August 3
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi rivers, between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, August 13, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, August 13.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Wednesday, August 17, at 6 A. M. Returning, will leave Wilmington Wednesday, August 24.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 13 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
AUGUST, 1870.
J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch. Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
City of Brooklyn, Saturday, August 13, at 7 A. M.
City of Brussels, Saturday, August 20, at 12 M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

FOR NEW ORLEANS

DIRECT.

THE STEAMSHIP HERCULES

Will sail on SATURDAY, August 13, at 8 o'clock A. M., to be followed by the YAZOO on August 20.
THROUGH BILLS OF LADING given to MOBILE, GALVESTON, INDIANOLA, LAVACCA, BRAZOS SANTIAGO, VICKSBURG, MEMPHIS, and ST. LOUIS.
Freight taken at low rates. Apply to
WILLIAM L. JAMES,
General Agent,
8 6 6t No. 130 South THIRD Street.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 6 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
80,000	United States Six Per Cent. Loan, 1881	80,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	92,000·00
50,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
20,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
80,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
15,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
8,500	North Pennsylvania Railroad Company, 100 shares stock	8,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900	Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,231,400 Par.	Market value, $1,225,270·00 Cost, $1,215,622·27.	
Real Estate		36,000·00
Bills Receivable for Insurances made		$23,700·75
Balances due at Agencies:— Premiums on Marine Policies, Accrued Interest, and other debts due the Company		85,097·95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value		3,740·20
Cash in Bank	$168,318·88	
Cash in Drawer	972·26	
		169,291·14
		$1,882,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
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JOHN C. DAVIS, Vice-President.
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HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,572,732·25.

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
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GEORGE L. YOUNG,	ROBT. SHOEMAKER,
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AMUSEMENTS.

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1305 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY

NORTH AMERICA.

Incorporated 1794. JANUARY 1, 1870. Charter Perpetual.

CAPITAL..... $500,000
ASSETS..... $2,783,381

Losses paid since organization..... $23,000,000
Receipts of Premiums, 1869..... $1,991,837·45
Interest from Investments, '69. 114,696·74
$2,106,534·19
Losses paid, 1869..... $1,035,350·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,866
Railroad, Bank and Canal Stocks	45,700
Cash in Bank and Office	347,630
Loans on Collateral Security	52,568
Notes Receivable, mostly Marine Premiums	221,944
Accrued Interest	20,257
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	20,000
	$2,783,381

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
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C. H. REEVES, Assistant Secretary. 8 6

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731 67

CAPITAL..... $400,000·00
ACCRUED SURPLUS AND PREMIUMS. 2,425,731·67

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over

$5,500,000.

Perpetual and Temporary Policies on Liberal Terms.
The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.
The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS,

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ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. 12 19
THEODORE M. REGER, Assistant Secretary.

CHARTER PERPETUAL.

ASSETS $200,000.

MUTUAL FIRE INSURANCE COMPANY OF GERMANTOWN.

OFFICE, No. 4829 MAIN STREET.

Take risks in Philadelphia, Montgomery, and Bucks counties, on the most favorable terms, upon Dwellings, Barns, Merchandise, Furniture, Farming Implements, Hay, Grain, Straw, etc. etc.

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John Stallman,	Nathan L. Jones,
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Joseph Handsbury,	Charles Weiss,
William Ashmead, M. D.,	Joseph Boucher,
Abram Rex,	Charles Millman,

Charles H. Stokes.
SPENCER ROBERTS, President.
CHARLES H. STOKES, Secretary and Treasurer.
WM. H. LEHMAN, Assistant Secretary. 5 23 smw3m

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510

Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

SATURDAY, AUGUST 6, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE WAR NEWS.

THE false report of the capture of Saarlouis, which was telegraphed from Paris yesterday, turns out to have been an invention to pacify the mercurial Frenchmen until more substantial intelligence of a favorable character could be furnished to them. They are terribly mortified by the advance of the Crown Prince into French territory and by the thickening signs that sturdy blows can be given as well as taken by the stubborn Germans. They also fear that this advance may be but the forerunner of invasions of other portions of their country and of a bold and successful effort to make their soil the seat of war. It looks as if the commander of each nation was determined to invade the dominions of his opponent, and in this double effort to cross frontiers the Prussians have so far met with decidedly the best success. The Parisians can find little consolation in the Emperor's bombastic despatch announcing the baptism of the young Prince Imperial for the subsequent capture of an important French position, the loss of a favorite general, and the seizure of a regiment of prisoners. The journal which assures its readers that the cannon taken by the Prussians was a mere ordinary cannon, and not one of the patent revolving arrangements which are to mow down the enemy as a scythe cuts down grass, was evidently impressed with a deep sense of the necessity of furnishing consolation of some kind, but the editor must have been much grieved by his inability to invent a better plan for depreciating the Prussian victory. The growing French discontent inspired by the inauspicious opening of the campaign must be appeased. It remains to be seen whether Napoleon will have the nerve and the genius to convert it into an irresistible impulse of indignation against the Germans. If he fails to do this, and fails also to gratify the national aspirations for victory, he must himself become the victim, and like the fabled hero of antiquity be torn by his own hounds. The French may submit to his despotism, but they will not endure it if it is to be coupled with disgrace and defeat in a struggle which commands the attention of the whole civilized world.

The Prussian ranks are said to be full to overflowing. The Germans treat the whole contest as a war waged for their individual safety and for the protection and glory of their Fatherland, and all that men can do under the inspiration of the holiest and most powerful incentives to action, they will do to make Napoleon rue the hour that he declared war. They belong to a martial race which has never been defeated, in all the memorable conflicts of thousands of years, when it was thoroughly in earnest and thoroughly united. It is in earnest and united now; and the Emperor, feeble in health, stricken in years, weighed down by a load of conscious guilt, and distracted by jealousies and distrusts, may well be appalled by the magnitude of the dangers he has so recklessly invoked.

THE EXECUTION OF JOHN REAL.

YESTERDAY in New York John Real was hanged by the neck until he was dead for having murdered a police officer on the evening of the 23d of July, 1868. In England they occasionally hang a lord to prove the impartiality of the law, and in New York they occasionally bring a rough to the gallows for the same reason. In England it will depend a good deal on the lord's family connections whether he will get off or not, while in New York the rough can murder with comparative impunity if he is a member of the right political ring. The guilt of this man Real was conclusively proved upon his trial, and he was promptly convicted of murder in the first degree, the jury, however, uniting in a recommendation for mercy. Why the jury should have done this it is not easy to understand from anything that appears upon the surface. In New York, however, an amount of sympathy and tenderness is manifested towards the worst class of ruffians when they get into trouble that entirely outdoes the consideration bestowed upon suffering merit in that locality. The jury probably felt bound to convict Real because his guilt was proved beyond a shadow of a doubt, but the idea of hanging such a fine-spirited fellow for the murder of a beggarly policeman was repugnant to their finer sensibilities, and they therefore united in a plea for his exemption from the last penalties of the law. In spite of the jury's recommendation, Real was sentenced to be hanged, but no sooner had the sentence been passed than a powerful pressure was brought upon Governor Hoffman to interfere. Petitions for pardon were sent in, with the names of some of the wealthiest and most influential men in New York attached to them, new evidence was trumped up to show that the murdered man had been the aggressor, and all the immense political influence that such ruffians as Real can generally command in case of emergency was wielded to prevent the outraged majesty of the law from being vindicated.

It is greatly to the credit of Governor Hoffman that he resolutely declined to interfere, and in his letter written a few days before the execution, giving his final decision, he reviews the case with such clearness and force as to leave no doubt upon any impartial mind that the conclusion he arrived at was the only correct one. The Governor shows that the story of Officer Smedick having maltreated Real was trumped up after the trial, and that, even admitting it to be true, the murder was committed three weeks after the last occasion when the officer was said to have been the assailant, so that the murder could not be said to have been committed in the heat of passion. "Unless the prisoner's own statements against every reliable witness on the trial are accepted as true," says the Governor, "he wantonly, wickedly, and deliberately shot down in the public streets a public officer," and in his final summing up he says: "The case presents a clear and distinct issue between law and lawlessness. The law must be vindicated." This hits the nail squarely upon the head, and the firm purpose of Governor Hoffman in vindicating the law will meet with the cordial approval of all good citizens.

There are always two sides to a story, however, and as an offset to this letter of the Governor's, Real issued "An Appeal to the Public" which contains some points worthy of cogitation. This appeal, which was evidently not written by Real, is one of the most remarkable specimens of gallows' literature that has ever been put before the public. As an insolent defiance of law and decency it is almost without a parallel. After reviewing the evidence and complaining that he was not accorded a fair trial, Real exclaims in a tone of injured innocence, "Could the Governor have reflected that he was bringing the gray hairs of my fond father, and rending the hearts of my four affectionate sisters with anguish, when he resolutely shut his eyes to the testimony and resolved to go by the record of Judge Barnard's court." * * * "The Governor offers the Nathan murder, and Judge Barnard held up the Rogers murder, as an excuse for my death. But what had I to do with those murders? I did not murder either Mr. Nathan or Mr. Rogers. I should have had justice, without any reference to those murders." The public at large will conclude that Real did have justice when he swung from the gallows yesterday, and will conclude that the world is well rid of one ruffian at least. Further on in his appeal, however, Real touches upon the real gist of the whole matter. He says:—

"I am sent to my grave for far different reasons. All my political friends in the Twenty-first ward were opposed to Mr. Hoffman's nomination for Governor. They gave all their support to the Hon. Henry C. Murphy, of Brooklyn, who was a rival candidate. So long as my friends sustained Mr. Hoffman and the other Tammany nominees, so long I was undisturbed. My case was never called for trial until my friends supported Mr. Murphy as a candidate for Governor, months and months after I was arrested. These facts are not only known to Governor Hoffman, but to nearly every politician in the city. The Tammany politicians took advantage of the excitement caused by the Rogers murder to punish my friends for their refusal to support Hoffman by bringing me to trial. Oakey Hall sat upon the bench with Judge Barnard, and the trial was rushed through without allowing me time to defend myself. Had my friends continued to uphold Tammany, I might now have been at liberty. Men are now at large through the influence of Tammany who have committed, unlike me, unprovoked murders. Take the case of Donohue. He is charged with the murder of Florence Scannell. He is now out on bail. Why? Is it not because he is a member of the Tammany Hall General Committee, and because he has been made a member of the Americus Club since the murder? I feel confident that I, like him, would have escaped if my friends had followed Tammany's leadership. Before the trial one of my friends met Peter B. Sweeny in the Park. Sweeny said, 'Real must be hanged. He has got to be hanged. The interests of Tammany Hall demand it.' Was it for the interests of Tammany Hall that Governor Hoffman refused to commute my sentence? Was it for this he refused to grant a respite when implored by some good priests who asked for a few days in which to prepare my soul for eternity? But the will of God be done. I feel that the Governor has acted wilfully, but from the bottom of my soul I forgive him, and I pray that God may forgive him too, for I feel in my last moments that he needs the forgiveness of God."

Looking beyond the effrontery which makes the Governor the criminal because he refused to grant a pardon, the paragraph gives a curious insight into politics and criminal jurisprudence of New York. Real asserts that he was doomed to the gallows because he did not belong to the political ring in power. It would be presumptuous on our part to insist that he is not somewhere near the truth. At all events he has met the punishment he deserved, and we commend Governor Hoffman for his course in the matter, without regard to what his private motives may have been; and if he honestly intends this to be an example of his purposes in the future, he will do much towards putting an end to the reign of ruffianism in New York.

THE TRANSPORTATION OF GOODS IN BOND.

AS THE Secretary of the Treasury has advertised for proposals for locks to secure the cars and bonded warehouses which are to be used under the new law providing for the transportation of imported goods in bond, this important commercial change seems to be in a fair way of being consummated. If properly carried out it will result in great advantage to Philadelphia, and put her importing merchants upon a footing of equality with those of New York. One by one, many of the houses engaged in importations were compelled by the old system to transfer their entire business to New York, or at least to open a branch establishment there. Now this necessity will be entirely obviated. The importer residing here or in a Western city can purchase his goods in Europe and have them sent directly to his residence, even if they happen to be first landed from a foreign steamship at New York. That port will become in transactions of this kind what it should be, a mere way station, and the unnatural and unjust centralizing influences which have so long been enriching it will become inoperative.

A radical change in the importing business of the nation can scarcely be effected immediately. Time will be required to familiarize merchants with the full scope of the new change and to satisfy them that it is to be permanent. But after it becomes so firmly established that its overthrow will be manifestly impossible, the relative importance of New York as an importing city will rapidly decline, and other cities will obtain their legitimate share of foreign trade, with all its corresponding profits and advantages. Blocks of warehouses to accommodate this required trade will spring up in Philadelphia, and our chances of establishing successful foreign steamship lines of our own will be greatly improved by the opportunity enjoyed by importers residing here of freely using steamship lines that ply between New York and Europe.

THE "RECORD" AND THE "LEDGER."

We are highly gratified to see that our venerable contemporary the *Ledger* shows a disposition to make up its quarrel with our juvenile neighbor the *Record*, although we can scarcely approve of the rather underhanded style in which it has made its advances. The publication of the *Record* appeared to make the *Ledger* unhappy, and it complained of a grave discourtesy in the first number of the *Record*, but failed to inform the public what the matter was; and since then it has been in a fit of sulks, and has refused to acknowledge the existence of our Third and Chesnut streets contemporary. It is a little bit odd, therefore, to say the least of it, for the *Ledger* to begin its recognition of the *Record* by copying the money articles of the last-named sheet without credit. There are in vogue certain rules of journalistic etiquette, of no great importance in themselves perhaps, but which serve to make things pleasant for all parties; and if the *Ledger* finds the money articles of the *Record* so much superior to its own that it is necessary to copy them, it would be just as well, for appearance sake at least, that the usual acknowledgments should be made. The money editor of the *Ledger*, however, shows good judgment in going to the *Record* for information, as there is no paper in Philadelphia, with the exception of course of THE EVENING TELEGRAPH, that will be able to furnish it with more facts or sounder theories than our neighbor. The views expressed in the following parallel paragraphs are certainly correct, but it may well be asked whether the capabilities of the English language are so limited that it was necessary to express these ideas in the *Ledger* of August 5th in almost precisely the same words that were used by the *Record* on August 3d:—

From the *Public Record*, August 3:—

"The amount of material damage sustained by such disturbances in trade and commerce is beyond computation, and still more difficult is it to trace through all the channels the misery, privations, sorrows, and ruin of countless homes, which are inseparable from all such contests. But one branch of its work is palpable—that which is represented by the depreciation of values of the public stocks of the world. Every dollar of these stocks is represented by some household, and the owners thereof find themselves much worse off by their decline. The London *Economist* of July 16 has undertaken to estimate the amount of this loss resulting from the fall of securities in the eight days between July 4, the day before the first alarm in the French Chamber of Deputies, and July 12, when the war panic first reached its height. * * * "In railway stocks a similar depression took place; and in those of eleven prominent English lines alone there was a fall in value of £2,437,000. The total loss of property to investors by the mere declaration of this aggressive war is certainly far more than five hundred millions of dollars a greater amount, perhaps, than it was ever before in the power of one or two men to destroy, and which, as the *Economist* justly says, implies individual suffering difficult to over-estimate. This is the beginning, but it is not by figures or by words that men will express the end of such a war."

From the *Public Ledger* August 5:—

"It is of course impossible to ascertain, even approximately and in figures, the amount of damage done by mere apprehension of injury, and, in the language of a *New York contemporary*, 'still more so to track it through all the channels of robbery and misery in which it results, at last, in the privations, sorrows, and ruin of unnumbered homes.' But one branch of the work it leaves is palpable; for it is represented by the depreciation of values upon the stock exchanges of the world. Every dollar of the public securities issued by different nations is held by somebody, and its owner finds himself worth, after the declaration of war, less than before. The London *Economist* of July 16 has undertaken to estimate the amount of this loss, as shown by the fall in securities in the eight days between July 4, the day before the first alarm in the French Chamber of Deputies, and July 12, when the war panic first reached its height. * * * In railway stocks a similar depression took place; and in those of eleven prominent English lines alone there was a fall in price of £12,155,000. The total loss of property to investors by the mere declaration of this French-Prussian war is certainly far more than five hundred millions of dollars, a greater amount, perhaps than it was ever before in the power of any two men to destroy, and which, as the *Economist* justly says, implies individual suffering difficult to over-estimate. This is the beginning; but it is not by figures or by words that men will express the end of such a war."

The reference to "a New York contemporary" in the *Ledger's* article is particularly edifying, and we really must set it down as carrying the joke just a little too far. We hope, now that attention has been called to the matter, the *Ledger* will do the proper thing, and after acknowledging the error into which its financial editor fell—on account of the hot weather, undoubtedly—it will make the *amende honorable* by extending the hand of fellowship to the *Record* and promising to sin no more.

ASIATIC RUSSIA.—An East Indian newspaper prints a translation of a paper published by the Imperial Russian Geographical Society, in which the author, Mr. W. Venukof, presents "Statistical Data on the Area of Asiatic Russia," and makes a total of 5,788,700 square miles, British measure. To this large extent east and west Siberia, with the islands of the Arctic and Pacific Oceans, contribute 5,300,620 square miles; the rest is made up of the country of the Orenburg Kirghizes, and the Kirghizes of the Jaxartes, and the trans-Chui land. The length of the Arctic coast from the Kara-Bight to Behring's Strait is 7333 miles; the Pacific coast has 6067 miles; and the shores of the Caspian and the Aral may be reckoned as 1167 miles. Considering that one-half of the Siberian waters are not available for navigation, the proportion is one linear mile of coast to 790 square miles of country, a condition "as unfavorable as in the case of purely continental Africa." On the other hand, there are fourteen of the inland lakes, which, in all, have an area of nearly 35,000 square miles, where navigation and fishing may be carried on, besides the great rivers of Siberia affording water communication over a prodigious extent of country, from the Pacific to the foot of the Ural Mountains, and from Turukhansk to Barnaul, Kiakhta, and the valley of the Asouri. But, unless mere bigness has a value, the greater part of Asiatic Russia will be unprofitable. Of land "unsuitable for settled life," the quantity, according to Mr. Venukof, amounts to 3,763,000 square miles.

NO ONE would have supposed that "Foxe's Book of Martyrs" was a favorite in France, or that French children were entertained with the pretty little stories of Papal persecution with which children's religious books abound, but a serious accident lately occurred on the Boulevard Mont-Parnasse in consequence of an attempt by some children to represent an *auto-da-fe*. They erected a pile of small sticks, says a French paper, and set it on fire. A child of five years old, who undertook the part of the condemned heretic, bravely ascended the martyr's pyre. Of course the flames caught his clothes and those of the young inquisitors and executioners. These were rescued before they were much hurt, but the principal performer was very seriously injured.

RELIGIOUS NOTICES.

☞ SIXTH PRESBYTERIAN CHURCH—REV. J. D. CONKEY, Pastor, will preach at half-past 10 A. M., and 6 P. M.

☞ TABERNACLE BAPTIST CHURCH, CHESNUT Street, west of Eighteenth.—Rev. G. A. PELTZ, Pastor of the Church, will preach to-morrow morning and evening. Services at 10½ and 7½ o'clock.

☞ REV. A. J. KYNETT, D.D., will preach in ARCH STREET M. E. CHURCH, BROAD Street, below Arch, Sunday morning, at 10½ o'clock. Strangers invited.

☞ THE WEEKLY PRAYER MEETING OF TRINITY M. E. CHURCH will be held at No. 1018 ARCH Street on each Friday evening until the church is reopened.

☞ CENTRAL PRESBYTERIAN CHURCH, N. L., N. E. corner FRANKLIN and THOMPSON Streets.—Preaching by the Rev. S. S. HOFF at 10½ A. M. and 8 P. M.

☞ ST. CLEMENT'S CHURCH, TWENTIETH and CHERRY Streets.—Service (Choral) and sermon to-morrow evening at 8 o'clock. At this service the seats will be free. 8 6 8t*

☞ DR JOHN THOMAS, OF ENGLAND, WILL speak of the things of the Kingdom of God, Sunday, at 10½ A. M., and 7½ P. M., in TEMPERANCE HALL, THIRTY-SEVENTH and MARKET Streets.

☞ UNION SERVICES—WEST ARCH STREET and SEVENTH PRESBYTERIAN CHURCHES.—Rev. HENRY C. McCOOK will preach to-morrow in WEST ARCH STREET CHURCH at 10½ A. M., and in SEVENTH PRESBYTERIAN CHURCH, BROAD Street, above Chesnut, at 8 P. M.

☞ CALVARY PRESBYTERIAN CHURCH, LOCUST STREET, ABOVE FIFTEENTH.—During this month the congregations of the WEST SPRUCE STREET and CALVARY PRESBYTERIAN CHURCHES will worship together in CALVARY CHURCH. Services at 10½ A. M.

Rev. THADDEUS WILSON will preach to-morrow.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ ALL

SIZES AND STYLES

OF

FINEST CLOTHING.

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WANAMAKER,

Nos. 818 and 820 CHESNUT Street.

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,

SOLE AGENT FOR THE SALE OF THE

WORLD-RENOWNED PIANOS,

AT THE OLD WAREROOMS,

[4 15tf4p

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☞ NATATORIUM AND PHYSICAL INSTITUTE, BROAD STREET, below WALNUT.

Swimming School for both sexes and all ages.

Pupils received at all times.

The most timid persons taught to swim in from 6 to 10 lessons.

EXTRA ANNOUNCEMENT.

On and after To-day SEASON TICKETS will be reduced fifty (50) per cent.

Persons desirous of taking lessons that object to joining the regular classes can make arrangements for strictly private lessons on moderate terms.

For further particulars call or address

7 30 smw4t*4p J. A. PAYNE & BRO.

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street, Philadelphia, August 5, 1870.

The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant.

8 6 8t E. G. GILES, Treasurer.

☞ THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.

PHILADELPHIA, August 1st, 1870.

The Directors have this day declared a Dividend of SIX PER CENT., or Twelve Dollars per Share, clear of United States and State taxes. Payable to the Stockholders or their legal representatives on demand.

8 1 10t J. H. HOLLINSHEAD, Secretary.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. GALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

☞ JOHN SPARHAWK, MERCANTILE COLLECTION AND LAW AGENCY for Pennsylvania, the Western and Southern States, No. 409 CHESNUT Street. Commissioner for Western States. 8 3 ws 6m

☞ WARDALE G. McALLISTER, Attorney and Counsellor at Law, No. 303 BROADWAY, New York.

☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.

N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. CAPITAL, £3,000,000. SABINE, ALLEN & DUILES, Agents, FIFTH and WALNUT Streets.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870.

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

CLOTHING.

BLOCKADED! BLOCKADED!

THE BLOCKADE OF THE GERMAN PORTS

ON ACCOUNT OF THE WAR

BETWEEN FRANCE AND PRUSSIA

Will not interfere with the production and sale at the GREAT BROWN HALL, by ROCKHILL & WILSON, of the

TEN THOUSAND $10 SUITS OF REAL SCOTCH CHEVIOTS,

For which the public is rapidly crowding.

Nor will it interfere with the manufacture and favorable reception on the part of the public of the immense quantities of

TRULY SEASONABLE APPAREL

Which is constantly coming forward to take the place of that which rapidly disappears from our counters.

Come and learn how to be cool at the

GREAT BROWN HALL.

COME, BUY SUMMER RAIMENT CHEAP

OF

ROCKHILL & WILSON

603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,

No. 824 CHESNUT Street,

CLOTHIER.

LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.

ALSO,

FINE READY-MADE CLOTHING. [6 27tf

EXCURSIONS.

BECK'S PHILADELPHIA BAND, NO. 1.

FIFTH GRAND EXCURSION AROUND NEW YORK BAY AND DOWN TO LONG BRANCH,

THURSDAY, August 11, 1870,

Landing at New York about one hour.

Leave Philadelphia, from WALNUT ST. WHARF, at 7½ o'clock A. M.

FARE FOR THE EXCURSION:

Single Tickets.....$2 50

Gentleman and Lady.....4 00

Tickets can be procured at the Office of Beck's Band, No. 828 Market street; Charles Brintzinghoffer, No. 935 Market street; Enos C. Renner, No. 501 Girard avenue; J. C. Heim, No. 1215 North Tenth street; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of Excursion. [8 6stuw3t

NEW PUBLICATIONS.

TURNERS,

No. 808 CHESNUT Street,

HAVE THE

New U. S. Revenue and Tariff Law.

PRICE, 50 CENTS. [8 6 2trp

EDUCATIONAL.

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $260. For circulars address, J. GRIER RALSTON. 8 6 1m*

STEVENSDALE INSTITUTE, A SELECT family Boarding-school for boys, will reopen Sept. 12, 1870. For Circulars address J. H. WITHINGTON, A. M., Principal, South Amboy, N. J. 8 2tuths26t*

HOTELS.

COLONNADE HOTEL.

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

COLTON

DENTAL ASSOCIATION,

Originators of NITROUS OXIDE GAS in Dentistry, and headquarters for painless tooth extraction. Office, No. 737 WALNUT Street. 4 6 s 13t

The Perfection of the Art of Refining Whiskies.

P. HEVNER, Sole Proprietor, for the State of Pennsylvania, of the

CELEBRATED "P. P." WHISKIES,

Nos. 246 S. FRONT and 117 DOCK St., Phila.

It has been clearly demonstrated that all Liquors distilled by the ordinary methods contain a very large percentage of impurities; the degree of heat that must necessarily be employed, decomposing, disengaging and vaporizing all the baneful elements and noxious gases contained in the mash, which when condensed form the deleterious fusel oil so detrimental to life and health; but, when indulged in to excess, the result is *Brain Fever, Delirium Tremens, Apoplexy, Insanity, etc.* Consequently Liquors, as ordinarily distilled, are apt, even when only used sparingly as a stimulant, to create *Nausea, Sick Headache, Inflammation*, and *Kidney Diseases*.

The "P. P." Whiskies, on the contrary, "stimulate and cheer" without unduly exciting the brain or injuring the coats of the stomach. They are distilled from the choicest product of the Cereals in *vacuo*, the pressure of the atmosphere being reduced from 15 lbs. to 2 lbs. to the square inch; consequently a temperature of only about 90 degrees of heat is required in the operation. The process is entirely mechanical, no ACIDS, CHARCOAL, ESSENCES, EXTRACTS, DRUGS OR CHEMICALS OF ANY DESCRIPTION BEING USED—hence the "P. P." Whiskies are not only delicate in flavor, but pure, wholesome, and innocuous as a beverage, retaining in simple purity the flavor of the cereals from which they were distilled.

The "P. P." Whiskies have been tested by some of the most eminent of the Medical Faculty, by Analytical Chemists, and by the best judges of Liquors in the United States, and pronounced *perfectly pure and wholesome*, and especially desirable for Family use and *Medical purposes*.

Members of the medical faculty, the trade, and the public generally are cordially invited to call and inspect the machinery and process, and examine the liquors and the impurities extracted, at the Refinery and Warerooms, Nos. 246 South FRONT and 117 DOCK Street.

7 30 stuth4ptf P. HEVNER.

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9:45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3:30 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9:45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9:45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 106 South Fifth street, and at North Pennsylvania Railroad Depot.

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CHANDELIERS, BRACKETS, Etc.,

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WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 13 tuths2map

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BOOTS AND SHOES.

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FINE CUSTOM-MADE

BOOTS AND SHOES.

Made on our improved Lasts, insuring Comfort, Beauty and Durability.

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SEWING MACHINES.

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WHEELER & WILSON

SEWING MACHINE,

For Sale on Easy Terms.

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ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

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COPARTNERSHIPS.

DISSOLUTION.—THE COPARTNERSHIP heretofore existing between RICHARD CAMPION and WILLIAM LISTER, under the firm name of CAMPION & LISTER, in the manufacture and sale of Worsted Yarns, etc., in the city of Philadelphia, has been dissolved by mutual consent. The business will be continued by RICHARD CAMPION, who will pay all debts and liabilities of the late firm, and alone receipt for and collect all sums due or owing to the said late firm. R. CAMPION,

August 2, 1870. WILLIAM LISTER. 8 5 2t*

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 5, 1870.

The Early-Closing Association.

Last evening, impelled by curiosity and the desire to do my duty as a writer of New-Yorkisms, I went to Plympton Hall, in which, every Thursday evening, the members of the Saleswomen's Early-Closing Association hold a meeting. Plympton Hall is situated in Ninth street, near Third avenue. The meetings are held in a second-story room which overlooks Ninth street. The room will seat about 125 people. About 30 people occupied it last night. Of these about six were men. No adult male was admitted who was not a member either of the press or of the Male Clerks' Early-Closing Association. Considering that there are about 15,000 saleswomen in the city, the proportion attending last night's meeting must be accounted very small indeed.

I reached Plympton Hall about 8 o'clock, and found there three women, a boy, and two men, one of whom is a reporter. Outwardly grum but inwardly amiable, I watched and waited until half-past 8, during which time the first three rows of chairs became occupied. When that hour arrived a gentleman, who, subsequently, was throughout the evening addressed by Miss Netta as sergeant-at-arms, came up to me and asked me whether I was a Male Clerk. In a calm and dignified voice I informed him that to the best of my knowledge and belief the first half of that designation appertained to me, but that I had not the honor of being able to lay claim to the last. Thereupon I handed him my card, upon reading which he said it was all right, and explained that they were obliged to be particular in excluding every male who did not represent either the press or the Male Clerks' Early-Closing Association. The object was to exclude employers. It was feared that many employers might attend for the purpose of discovering which of their saleswomen are members of the association. The consequence of such discovery would of course be the discharge of the saleswomen in question.

Previous to this interrogation, however, my nerves had been considerably shaken by hearing an indignant feminine voice ejaculate from the landing-place outside,

"It's just to see the girls! That's all he's come for!"

I may be mistaken, I will not swear that I am correct, but I think that is the substance of what was said, and that it had relation to me. Evidently I was regarded by the speaker as an interloper, a heartless and depraved wretch who had attended the meeting for the purpose of luring victims to destruction, and feeding my looks with the spectacle of bright eyes and rosy blushes whose owners eloquently explained the state of their poor feet, and "pitched into" their miserable-minded employers. However, having satisfied the gentleman who came to me that I was merely a harmless looker-on in Vienna, I was let alone during the rest of the evening.

At half-past eight a group of women came in, and the sergeant-at-arms stationed himself on a chair beside the door. The group was led by a woman of twenty-five, dressed in black, and wearing an Alpine hat that cast a shadow over her features. This was "Miss Netta," the voluminous correspondent of the *Sun*. Upon reaching the upper part of the hall, where she was received with applause, "Miss Netta" stated that the president was unaccountably absent, and put the question, who should be president, to the vote. The vote resulted in the election of Mr. Houghton, and the business of the meeting proceeded.

I am sorry that I cannot say with truth that many points of great interest were brought to light. In the first place, the meeting was extremely small. A heavy shower in the early part of the evening had evidently kept away many who would otherwise have attended. Those who *did* attend were silent and demure. One or two kept themselves aloof from the herd, with an air of elegant and scornful exclusivism. Two or three of the women were as old as fifty; two or three of the girls as young as fifteen. All of them, with one or two exceptions, evinced an unconquerable unwillingness to hand in their experiences. In vain Mr. Houghton invited them; in vain "Miss Netta" exhorted, going over again the dismal ground of her own experience, and telling them they had nothing to fear so long as they worked together and had the newspapers on their side. "Miss Netta" impressed one as being a young woman quite able to take her own part. By this I do not mean that anything in her speech or manner was offensive, but that she seemed to have been goaded by her grievances to that point at which the hindrances presented by shamefacedness are thrown away, and the woman forces herself into a bravery that is foreign to her nature. I will not repeat all that "Miss Netta" said, simply because it has already been so often printed. The principal grievances she complained of are that saleswomen are paid shamefully small salaries (five, six, and seven dollars per week); that they are compelled to stand from 8 o'clock in the morning until 10 at night; and that they have none of the conveniences which women have a right to expect, not by reason of their womanhood merely, but on the common ground of humanity.

At the conclusion of her speech, Mrs. Woodhull, of the firm of Woodhull & Claflin, came forward. Mrs. Woodhull is an extremely modest-looking and bashful-voiced woman, considering the quantity and quality of the reputation she enjoys. She looks to be about thirty-five; has brown hair, cut short; wore an Alpine hat that cast over her features a shadow which rendered them almost undistinguishable, and spoke in a confused and timid voice. She had attended the meeting, she said, merely to learn precisely what it was the girls *did* want. She professed total ignorance as yet of what their desires were, but promised the support of her paper if, upon hearing them, she found that she approved. She was succeeded by Mrs. George M. Battey, who made one of the neatest and most sensible speeches of the evening. She commenced by begging her hearers not to confuse her with too much applause, as this was the first time she had ever made a speech in public. She called the girls her "dear girls," but I do not believe that the affectionateness of the address was due to an interest pretended and not felt. It would be untrue to say that anything of any special importance was done. Any meeting of this nature must possess *some* importance, and it is on that account that I venture to give you some idea of the latest one that has taken place.

ALI BABA.

—Elisha Moody, a nurseryman of Lockport, N. Y., recently found a set of false teeth that he had been in quest of for twelve years. Being under the impression that they had been stolen with an overcoat while he was preparing to speak at a fruit-growers' meeting in Rochester, he was not a little surprised to find them at the root of a tree in an excellent state of preservation. His joy was so great that he immediately threw off the "Moody" appearance so natural to him, put the teeth in his mouth and went to visit his friends.

NEWSBOYS AS DOG-CATCHERS.

They Overdo the Business and are Placed on the Retired List.

The St. Louis *Democrat* of Wednesday last says:—

Several days ago when mad dogs were running wild on the streets, biting people and frightening everybody, the Mayor ordered the City Marshal to employ a strong force of dog-catchers, and to seize and impound every dog found outside of his own premises without a muzzle.

Marshal Romer at once advertised for twenty skilled dog-catchers, offering fifty cents for each dog they might capture. But the dog-catching business is not a popular one, and men do not like to engage in it. The Marshal had great difficulty in filling the quota called for, and might never have succeeded in subduing the canines had he not hit upon a happy expedient. He knew that boys, as a general thing, have no conscientious scruples against tormenting a dog, a cat, a rat, or any other animal that comes within their reach. He therefore invited the rising generation to volunteer in the dog war. The call was responded to by a host of newsboys, who, itching for the fun, and not averse to the fees, came in gangs to the Marshal's office, and were sent upon the war-path.

That was a sorry day for the dogs when the newsboys took up arms against them. The effect of their onslaught was soon perceptible. The dogs began to disappear rapidly. There never was such a slaughter of dogs since the great Cheyenne dog feast. The boys, on delivering their captives at the depots, received certificates, or dog scrip, which, on presentation to the Marshal, were redeemed in cash, at the rate of fifty cents per dog.

As the newsboys increased in skill the dogs diminished in numbers. At length dogs became quite scarce, and the profits of the boys diminished from day to day. A council of war was held, and the increasing scarcity of dogs was discussed in all its bearings. As a remedy it was agreed to seize muzzled dogs as well as unmuzzled dogs, and to invade the premises of the owners and carry off all dogs wherever found. This policy was vigorously carried out for a day or two; but the owners of dogs that were muzzled or tied up complained bitterly to the marshal, and some of them threatened to sue for damages.

This brought matters to a crisis. The marshal issued a *pronunciamiento* against the newsboys, and prohibited them from catching any more dogs.

Yesterday a delegation of the boys who had been placed on the "retired list" called at the Mayor's office, and demanded the redemption of their dog scrip. He took down the names of the little imps, with the nicknames given them by their comrades. Here is a sample:—William Garvin, "Cod;" James Brady, "Slouch;" James Sullivan, "South Paw;" Tom Pentenay, "Tom Cat;" William Downey, "Slobbery;" John Sheehan, "Slop Barrel;" Pat McNulty, "Lunch Chucker."

These boys had averaged about four dogs a day, equivalent to $2, besides the "lots of fun" enjoyed by them in the chase.

It is probable that the war will come to a close this week, as there are but few dogs left in the city.

INDIAN HORRORS.

Sinews of White Men Drawn Out for Bowstrings.

From the Plains correspondence of the Cincinnati *Gazette* we take the following horrible story:—

The Indian depredations continue along the border, and every day brings a new horror, the mere recital of which makes the blood run cold. A few days ago three men, Dr. Bard, Harvey Morgan, and a Mr. Mason, while on their way from South Pass city to Wind river, thirty-five miles distant, were attacked and killed by Arrapahoe and Sioux Indians.

The struggle must have been a desperate one, and the unfortunate men, no doubt, sold their lives as dearly as possible, pools of blood and pieces of clothing being found in various places where the Indians had taken refuge behind the hills. Under the wagon were found a large number of exploded shells of fixed ammunition, which had been exploded by the white men, and two pools of blood, showing that they fought after being wounded.

When found, the bodies were all stripped and horribly mutilated. One of the forewheels rested on the breast of Dr. Bard, where he had been put by the Indians and scalped alive. His writhing and struggles had torn up the sod, showing that he had been held under the wheel some time before death ensued. Morgan lay near the wagon stark naked and scalped. The hammer of the wagon had been taken out and the handle driven into his temple up to the shaft, completely pinning the head to the ground. It could not be drawn out, so firmly was it imbedded in the skull bones, and it had to be buried with him. His thighs and back were cut open, and the sinews taken out for bow strings. Mr. Mason had an iron rod three feet long forced in his person, and his legs cut open to the bone, and the sinews drawn out. Most of these barbarities had undoubtedly been committed while the men were yet alive, and their sufferings must have been terrible. There were other indignities committed on their persons too horrible to relate. As soon as the news reached the United States camp, Colonel Bartlett sent out Lieutenant Scott, with thirty infantry men, in a wagon, who brought in the bodies and buried them at Popolage.

CITY ITEMS.

ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
All kinds of Summer Clothing better in Cut, Make, and Fit than any other Stock of Ready-made Clothing in Philadelphia, and sold at prices
GUARANTEED LOWER THAN ANY OTHER.
Half way between Fifth and Sixth streets. { BENNETT & CO., TOWER HALL, 518 MARKET STREET.

AS MANY OF THE COMPLAINTS OF CHILDREN originate from the irritation and the derangements caused by worms, a remedy that will effectually rid the system of these pests is well calculated to be of great benefit, and to be frequently required in every family. Dr. D. Jayne's Tonic Vermifuge is such a preparation, not only certain to destroy worms, but most excellent for the purposes of a General Tonic, strengthening the stomach and digestion, and dissipating any febrile tendency in the system. In Dyspepsia, young and old will find it equally effective, and altogether, no remedy of more general application could be kept in the household. Sold everywhere. Small size, 37 cents; double size, 50 cents per bottle.

YOUNG HEADS ON AGED SHOULDERS.—It is no longer a loathsome task to darken grey hair. PHALON'S VITALIA, OR SALVATION FOR THE HAIR, effects the change without any unclean accompaniment. It is a limpid, clear fluid, and has a pleasant aroma. The number of applications determines the shade. No sediment, no stickiness, no darkened bottles! Sold by all druggists and fancy goods dealers.

THE POOR LITTLE SUFFERER will be immediately relieved by using MRS. WINSLOW'S SOOTHING SYRUP for children teething. It softens the gums, reduces inflammation, cures wind colic, allays all pain, and gives the child quiet, natural sleep, from which it awakes invigorated and refreshed. Perfectly safe in all cases, as millions of mothers can testify.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

PROGRESS.—The second great sale of lots at the new town of Morton comes off on Monday next, 8th inst. Over one-third of the lots were sold last Monday, some of which are already being improved. Free excursion train leaves West Chester depot at 2 o'clock on that day. Free both ways. See advertisement of Birch & Son.

SINGER'S FAMILY SEWING MACHINES,
Ten dollars cash.
Balance in monthly instalments.
G. F. DAVIS, No. 810 Chesnut street.

A BRILLIANT DISCOVERY.—Every man and woman in the land, whose locks have been touched with silver by time, or prematurely whitened, has reason to rejoice that PHALON'S VITALIA, OR SALVATION FOR THE HAIR, is numbered among the wonder-working products of this age of discovery. It is clear and free from sediment, while the shades of color it imparts are more natural than those produced by any other agent.

THE AMERICAN HOUSE, BOSTON, has been newly fitted and furnished throughout. The reputation of the senior partner has been too well established by a long test of years to need further endorsement from us.

NEW STYLE PICTURE.—The German Chromos made by A. K. P. TRASK, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

HUSTON—STANERT.—On the 4th instant, by the Rev. W. C. Robinson, Mr. WILLIAM C. HUSTON to Miss KATE J. STANERT, all of this city.

STANGER—TAYLOR.—On the evening of August 2, at the residence of the bride's mother, Josephine street, by the Rev. S. Tweedale, Mr. ALFRED R. STANGER to Miss ELIZABETH A. TAYLOR, all of Frankford.

DIED.

ANDREWS.—On the 5th instant, ARCHIE C., son of Eliza and the late D. W. Andrews, aged 14 years.

His friends and those of the family are respectfully invited to attend his funeral, from his late residence, No. 1907 Wilcox street, on Monday, the 8th instant, at 3 o'clock.

CLARKE.—On the 5th instant, SUSANNA, daughter of Charles and the late Catharine Clarke, aged 20 years.

The relatives and friends of the family are invited to attend the funeral, from the residence of her father, No. 1335 N. Fourth street, on Monday morning at 8½ o'clock. Services and interment at St. Michael's.

HARDY.—On the morning of the 3d of August, HENRY, son of William and Jane Hardy, aged 35 years.

The friends of the family are respectfully invited to attend the funeral, from his parents' residence, No. 424 Belgrade street, on Sunday afternoon at 4 o'clock. To proceed to Palmer-street Ground.

MORRIS.—On the 4th instant, HENRY MORRIS, in the 71st year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his son-in-law, David Carnathan, Bridgeport, Montgomery county, on Sunday morning at 11 o'clock. Interment at St. David's Church, Manayunk.

NICHOLSON—On the 4th inst., Mrs. JANE NICHOLSON, wife of James Nicholson, aged 40 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1534 South Fifth street, on Monday afternoon, at 3 o'clock. To proceed to Wharton Street Church vault.

NORTON.—On Thursday, August 4, CHARLES F. NORTON, at his country residence.

The relatives and friends are respectfully invited to attend his funeral, from his late residence, No. 1521 Arch street, on Tuesday morning, the 9th instant, at 10 o'clock.

DRY GOODS.

"AT THORNLEY'S."

ANOTHER SWEEPING REDUCTION.

GOODS MUST BE SOLD.

I am determined to clean out my SUMMER STOCK if the community need goods at HALF their usual price. I have went right through and marked prices down in some CASES FIFTY PER CENT., and in MANY CASES TWENTY-FIVE and THIRTY PER CENT.

Lace Pointes from $4 to $55.
Lace Sacques from $10 to $25.
Thin Mixed Dress Goods.
Lawns, Percales and P. K's.
Black Hernanies and Grenadines.
Linens and Japanese Grass Cloths (for Suits).
Black Silks, Pongee Silks, Japanese Silks.
Kid Gloves, Parasols, Corsets, Skirts, etc. etc.

A full stock of STAPLE and DOMESTIC GOODS,
"AT THE OLD ESTABLISHED STAND,"
NORTHEAST CORNER
EIGHTH and SPRING GARDEN Sts.,
JOSEPH H. THORNLEY,
2 3 thstu5 PHILADELPHIA.

MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

ART EXHIBITION.

ON FREE EXHIBITION
AT
CHAS. F. HASELTINE'S GALLERY,
No. 1125 CHESNUT STREET,

BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.
A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.
Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

THE FINE ARTS.

NEW VIEWS IN THE PARK

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.
New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.
NEW CHROMOS, after Birket Foster.
NEW ENGRAVINGS.
LOOKING-GLASSES still at reduced prices.
JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET,
PHILADELPHIA.

ORGANS.

CHURCH AND CHAPEL ORGANS,
Warranted Unexcelled and Satisfactory to Purchasers,
COSTING FROM $650 TO $3000 EACH.
With good Second-hand Organs for sale, and Organs of any size built to order by
WM. B. D. SIMMONS & CO.,
No. 190 CHARLES Street, Boston, Mass.
St. Stephen's Episcopal Church, and the Third Reformed Church, Tenth street, Philadelphia, contain Organs of our recent make. 6 11 s3mrp

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

MEDICAL.

RHEUMATISM AND NEURALGIA

Rheumatism Specially Treated Thirty-seven Years.

Chronic Rheumatism, $1000 paid.
Inflammatory Rheumatism, $2000 paid.
Neuralgia in the Head, $3000 paid.
Articular Rheumatism, $4000 paid.
Rheumatism in Kidneys, $5000 paid.

The above amounts will be paid to any person producing any medicine, Internal, External, Vegetable or Mineral, that can bring forward as many living, genuine, permanent cures as DR. FITLER'S VEGETABLE RHEUMATIC REMEDY, the prescription of one of Philadelphia's oldest regular physicians and professors. It is positively the only standard specific before the public, being composed of pure and harmless vegetable ingredients solely, containing no minerals, poisonous vegetables, or injurious drugs. It is warranted, under oath, to have permanently cured ninety-five in every hundred cases treated in the past four years, a result unparalleled in the annals of medicine. To protect sufferers against imposition, deception, quacks, and injurious nostrums prepared by unskilful, uneducated, and unscientific hands, a printed legal form of guarantee, containing name of patient and exact stated quantity to cure, properly signed and sealed, will be given to every patient desiring it, without extra charge, and in case of failure to cure the money refunded. All sufferers should examine the plan of guarantee, which insures a positive cure, or costs nothing for the trial. The safety of this offer, made by Dr. Fitler, is insured to him only by the merit and infallible curative power of this remedy. Names and references of incurable cases, where the money paid has been refunded in full, given at Dr. Fitler's office, where the diploma of Dr. Fitler, received from the University of Pennsylvania A. D. 1833, is subject to public inspection, with the diploma from the Medical Institute, 1833, and the additional vouchers of his professional skill as a Physician and Professor of Chemistry, together with letters and testimonials of leading physicians, clergymen, judges, senators, bankers, merchants, etc. etc.

Dr. Fitler's Vegetable Rheumatic Remedy cured H. A. Dreer, No. 714 Chesnut street; also Hon. Judge Lee, of Camden, with 17,000 others.

Dr. Fitler's Vegetable Rheumatic Remedy cured David C. Walton, M. D., Seventh street, below Race. He recommends the remedy highly.

Dr. Fitler's Vegetable Rheumatic Remedy cured the Gov. John Stockton, Camden, N. J.; a very severe case. Dr. Fitler's Office, No. 29 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured Mrs. C. Boyd, No. 1046 S. Fifth; also Mrs. Simmons, No. 337 Dillwyn street. Never failed.

Dr. Fitler's Vegetable Rheumatic Remedy cured Hon. William B. Elliott, No. 804 N. Seventh. Endorses and recommends it. Prepared No. 29 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured Hon. Alderman Comly, Twenty-third ward, Frankford. It is the only specific ever discovered.

Dr. Fitler's Vegetable Rheumatic Remedy cured Mrs. Lentz, No. 136 S. Eighth street; also Mrs. Richardson, No. 1338 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured of Rheumatism the wife of Rev. Mr. Baggs, Falls of Schuylkill—a severe case.

Dr. Fitler's Vegetable Rheumatic Remedy cured A. J. Colton, No. 1109 N. Third. A chronic case; tried everything without benefit.

Dr. Fitler's Vegetable Rheumatic Remedy cured A. E. Milton, M. D., a celebrated Baltimore physician, considered a hopeless case.

Dr. Fitler's Vegetable Rheumatic Remedy cured Theodore Davisson, who resides No. 136 N. Eighth street; also Samuel Cohen, No. 240 N. Eighth.

Dr. Fitler's Vegetable Rheumatic Remedy cured the wife of Rev. Mr. Davis, Hightstown, N. J. A wonderful, unexpected cure.

DR. FITLER'S VEGETABLE RHEUMATIC REMEDY
is warranted, under solemn oath, to have permanently cured ninety-five cases in every hundred treated.

ANOTHER CURE BY WRITTEN GUARANTEE.
Mr. Shock, No. 1024 Columbia avenue, cured of Rheumatism by Dr. Fitler's remedy. No cure, no pay.

A NEW CURE AND A GREAT CURE.
William Weyland, No. 1433 Brinton street, Seventeenth ward, cured of Rheumatism by Dr. Fitler's remedy.

A CURE.—FACTS ARE STUBBORN THINGS.
James Hinas, Forty-first and Market streets, W. P., cured of Rheumatism by Dr. Fitler's remedy.

A GREAT CURE.—GO AND CONSULT HER.
Mrs. E. C. Barton, corner Clinton and Henry streets, Camden, of Rheumatism, by Dr. Fitler's remedy.

A GREAT CURE OF RHEUMATISM.
John Weckerly, No. 1119 Buttonwood street, cured by Dr. Fitler's Rheumatic Remedy. No cure, no pay.

NEURALGIA.
A remarkable cure. S. Griffith, No. 709 Kessler street, a very severe chronic case, cured by Dr. Fitler's Remedy, No. 29 S. Fourth street.

STUBBORN FACTS—RHEUMATISM CURES.
Griffin Savely, No. 229 George street, Sixteenth ward, cured by Dr. Fitler's Remedy.

RHEUMATISM.
GEORGE ELLIOTT cured, Frankford; considers it a wonderful remedy.

RHEUMATISM.
Mrs. BACON cured, No. 928 MARKET Street, Camden, by Dr. FITLER, No. 29 S. FOURTH Street.

RHEUMATISM.
Mr. SHOCK cured, No. 1024 COLUMBIA Avenue, by written guarantee

RHEUMATISM.
S. C. ZIMMERMAN cured, No. 1748 MARSHALL, by Dr. FITLER'S Remedy.

Dr. Fitler's Rheumatic Remedy has the following advantages:—
First—It is purely vegetable, and warranted not to contain mercury, colchicum, minerals, metals, or anything injurious to the system.
Second—It is prepared from the original prescription of Doctor Joseph P. Fitler, a graduate of the University of Pennsylvania, and now one of our oldest practising physicians.
Third—He has made these diseases his specialty, and spent a lifetime in preparing our infallible remedy.
Fourth—A limited stated quantity is warranted in every case, and if it fails to cure the money is refunded.
Medical advice to Rheumatic sufferers given daily, from 11 until 4, without charge. No other disease prescribed for. Advice sent by mail without charge. Depot and Office No. 29 S. FOURTH Street.

RHEUMATISM AND NEURALGIA.

Sufferers from these painful complaints have only themselves to blame if they permit their frames to be tortured, when a sovereign cure like Dr. Fitler's wonderful Rheumatic Remedy is within such easy reach of even the humblest in the land. As to its curative properties in rheumatism, gout, and neuralgia, no one, who is not wilfully blind, can entertain the shadow of a doubt. Thousands of the worst cases known to the medical faculty have been cured by it, and hundreds of the certificates given in its favor are from judges, lawyers, physicians, merchants, tradesmen, etc., in our very midst, who are living evidences of its miraculous power. It is sold everywhere, and rheumatic and neuralgic sufferers owe it to themselves to make a trial of its virtues. ws

INSURANCE.

STATEMENT
OF
NATIONAL CAPITOL
Life Insurance Company.
WASHINGTON, D. C.,
As made to Auditor-General's Department of the State of Pennsylvania.

FIRST.

Capital Stock	$300,000 00
Amount of assessment or instalments on stock paid in cash	150,000 00

SECOND.

Cash on hand	$517 81
Cash in National Bank of the Republic	932 90
Cash in hands of Agents in course of transmission, mostly on Policies issued in July	48,378 29
Amount of loans secured by bonds and mortgages, constituting the first lien on Real Estate, on which there is less than one year's interest due and owing	114,500 00
Amount of stock held by the company as collateral security for loans, with the amount loaned on each kind of stock, its par and market value, 722 shares Metropolitan Railroad, Washington, D. C., par value, $50; market value, $50	11,050 00
Interest on investments due and unpaid	87 48
Accrued interest not yet due	4,085 24
Deferred premiums—balance semi-annual and quarterly premiums for the year	14,322 35
Furniture and stationery in Home and Branch offices	5,500 00
Premium loans on Policies issued prior to 1870	1,596 00
Bills receivable—temporary loans on call	19,199 71
Personal accounts	366 84

THIRD.

Amount of losses resisted by the Company—fraudulent claim	$5,360 00
Amount of all other claims against the Company, contested or otherwise, current expenses, say	2,000 00
Amount required to safely reinsure all outstanding risks—estimated, say	10,000 00

FOURTH.

Amount of cash premiums received	$17,939 69
Premium notes on Policies issued previous to 1870	58 00
Interest receivek from investments	6,800 81

FIFTH.

Amount of expenses paid during the year, including commissions and fees paid to Agents and officers of the Company	$3,701 62
Amount of taxes paid by the Company	607 62
Amount of all other expenses and expenditures—salary of officers and general expenses	6,458 45
Amount of promissory notes originally forming the capital of the Company	150,000 00
Amount of said notes held by the Company as part of or the whole of the capital thereof	150,000 00
Par and market value of the Company's stock per share	50 00

I have examined the affairs of the National Capitol Life Insurance Company, and find them correct as above.
In witness whereof I have hereunto set my hand and affixed my official seal, this 22d day of July, A. D. 1870.
JOSEPH T. K. PLANT,
Commissioner in and for the State of Pennsylvania.

FRANCIS A. SLAUGHTER,
GENERAL AGENT,
AT HOYT BROS',
TENTH and CHESNUT Sts.,
8 5 stuth6t PHILADELPHIA, PA.

GROCERIES, ETC.

TO FAMILIES GOING TO THE COUNTRY.

We offer a full stock of the
Finest Groceries to Select From,
And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.
COUSTY'S East End Grocery
No. 118 South SECOND St.,
8 17 thstu BELOW CHESNUT STREET.

CHOICEST
Spring Leaf Japanese Tea
AND
Fine Souchong Teas,
OF THE FINEST QUALITIES, FOR SALE AT
JAMES R. WEBB'S
S. E. Corner WALNUT and EIGHTH
5 21 stuth3mrp PHILADELPHIA.

NEW No 1 MACKEREL,
IN KITS.
FIRST OF THE SEASON.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 5 Corner ELEVENTH and VINE Streets.

FURNITURE.

PURCHASERS OF
COTTAGE CHAMBER SUITS
And the various styles of
BEDSTEADS,
BUREAUS,
WASHSTANDS,
WARDROBES, ETC.,
Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is
STAMPED WITH OUR INITIALS AND TRADE MARK,
And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter what representations may be made concerning them.
KILBURN & GATES,
Wholesale Manufacturers of Cottage Furniture,
No. 619 MARKET STREET,
7 2 sm w6mrp PHILADELPHIA, PA.

FINANCIAL.

AN EXCELLENT INVESTMENT!

10 Per Cent. First Mortgage Land Grant Bonds
OF THE
Portage Lake and Lake Superior Ship Canal Company,
At 95 and Accrued Interest.

Coupons payable January and July at Ocean Bank, New York.
Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected
IRON, COPPER, PINE, AND OTHER TIMBER LANDS,
Worth at the lowest estimate five to eight times the amount of the mortgage.
Whole Issue $500,000,
Of which a balance of only $160,000 remains unsold.
This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.
The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed!
Send for maps and circulars.
For sale at 95 and accrued interest by
B. K. JAMISON & CO., Bankers,
COR. THIRD AND CHESNUT STS.
8 6 tf PHILADELPHIA.

SEVEN PER CENT. BONDS
At 75, Interest Regularly Paid.
WE OFFER FOR SALE
$60,000 SOUTH MOUNTAIN
IRON AND RAILROAD CO.
SEVEN PER CENT. BONDS,
At 75 and Accrued Interest,
SECURED BY 17 MILES OF RAILROAD,
Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumberland Valley, Pa.
B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
FREE OF ALL TAXES,
At 85, and Accrued Interest.
These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA.

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

STOCKS, LOANS, ETC.,
BOUGHT AND SOLD
AT THE BOARD OF BROKERS,
BY GEORGE J. BOYD,
7 14 thstu2m* No. 18 S. THIRD Street.

FOR SALE.
MAPLE LAWN.
Beautiful Country Seat at Holmesburg.
ESTATE OF GEORGE W. BENNERS, Deceased.
Containing 8 acres; large frontage. Part could be cut into building lots. Good improvements, convenient to station, schools, churches, and stores.
For sale on easy terms. Apply to
EDWIN H. FITLER,
EXECUTOR,
7 23 stuth18t* No. 23 North WATER Street.

TO RENT.

TO LET—THE STORE PROPERTY NO. 722 CHESNUT Street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements. Apply to AARON BURLEY,
6 15 No. 269 S. SEVENTH Street.

TO RENT—FURNISHED COTTAGE, WITH Piano, etc., by the year, Southeast corner of SPRUCE and FORTY-FOURTH Streets; $125 per month. Apply on the premises to Captain JOHN GUEST, U. S. Navy. 8 4 3t*

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.
In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of 17 8 tfrp
Phaetons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES

OUR RELIGIOUS COLUMN.

THE TRUE HUMANITY OF CHRIST.

Rev. Howard Crosby, D. D., has an article in the last *Baptist Quarterly* advancing a view of Christ's humanity that has attracted much attention. We give below an extract. After maintaining the real Godhood of Jesus, Dr. Crosby proceeds:—

In speaking to his four disciples, Peter, James, John, and Andrew, (while sitting on the slope of the Mount of Olives over against the temple), with regard to the Son of Man's coming in the clouds of great power and glory, he says: "Of that day and hour knoweth no man; no, not the angels in Heaven; neither the Son, but the Father." Here he expressly declares his ignorance of the time. Is it anything but trifling to say that the *man* Jesus did not know, but the *God* Jesus did? Was not he who spake to the four disciples *one* person? Was he a double, who could deceive his disciples by equally affirming or denying personal action of himself as one thing or the other? When he said he did not know, did he all the while know perfectly well? It is a strange theology that teaches this of Him who was the truth. When Jesus was asleep, was he all the time awake? Did he have only the semblance of sleep? Was he acting a part? Away with such a staining of the simplicity and beauty of Christ's life by a theological subtlety wholly uncalled for! When Jesus was in the hinder part of the ship, asleep on a pillow, that person, whom the disciples knew—that particular individuality, whom they loved and followed—was asleep, unobserving, unknowing, unconscious. And so, when he was a babe, he was a very babe. A present, active Godhood would have destroyed the babe and made a monstrosity.

We need not refer again to the declaration that Jesus grew in wisdom; but add only one other instance of his positive lack of knowledge, in his conduct when touched by the woman who had an issue of blood. Can any candid man read that narrative and suppose Jesus knew who touched him? If it were written of any one else but Jesus, such a notion never would have been broached. Jesus, knowing by some sign, which only a miracle-worker could understand, that a healing virtue has gone from him, turns to find out the subject of the healing; and, after some delay, discovers her by her own fears and confession. This is the story. Make Jesus to have pretended this ignorance, and the grace of the scene is sadly marred while the language is rudely wrested. The sacred writer, if Jesus had known who had touched him, would have written, "Jesus, immediately knowing in himself who it was who touched him;" but instead of that he says, "Jesus, immediately knowing in himself that healing virtue had gone out of him."

SUMMARY OF CHURCH NEWS.

PRESBYTERIAN.

—In about fifteen populous counties of southeastern Texas there is not a single Presbyterian minister. Through this region of country two railroads are projected, one of which will be in running order within the next twelve months.

—Stewart College, at Clarksville, Tennessee, is approaching a complete reorganization. The Rev. J. B. Shearer was chosen President some months ago. Mr. James Dinwiddie, recently Principal of the Sayre Institute, Lexington, Kentucky, has been chosen Professor of Mathematics; Mr. Duncan M. Quarles, Professor of Latin; and Mr. James A. Carriger, Professor of Greek.

—The new Presbyterian Church at Brandon, Mississippi, is at length completed, and has been dedicated to the service of God. It is a beautiful building, 60 feet long by 34 feet wide, and 20 feet from floor to ceiling, with a sixteen-foot gallery for the use of the choir. The spire is 100 feet high; and the building being situated on a beautiful and elevated lot, gives the church a very commanding appearance.

—The Rev. J. A. Quarles, pastor of the Lexington Church, Missouri, has been chosen president of the Elizabeth Aull Seminary in that city.

—The *Herald and Presbyter*, Cincinnati, says: —"Dr. S. J. P. Anderson, of St. Louis, is to remove to Illinois, to take charge of an educational institution at Richview. Dr. Anderson is one of the most influential ministers in the Southern Presbyterian Church. He is laid aside from the pulpit by disease of the throat, and proposes to devote himself to teaching."

—At the late commencement of Hamilton College the following appointments were made:—S. D. Wilcox, Napoli, graduate of Hamilton in 1866, was elected to the chair of Rhetoric, vacated by Dr. Upson; Chester Huntingdon, of Auburn, of the class of 1866, was elected to the chair of Natural Philosophy; Rev. A. G. Hopkins, of Auburn, class of 1866, having served one year as Assistant Professor of Latin with acceptance, was elected full Professor of Latin.

—The Education Committee of the Southern Presbyterian Church congratulated the Assembly that, whereas at the close of the war there were but two candidates for the ministry, there are now nearly three hundred, being equal to nearly one-third of the roll of ministers.

—A correspondent of the New York *Observer* says:—"The new Synod of the Pacific, as constituted by the last General Assembly, now embraces nearly all the territory west of the Rocky Mountains, being in extent about three-quarters as great as all that portion of our Union lying east of the Mississippi river. And yet, in all this vast extent of country, we have but 70 churches and 79 ministers."

—The Presbyterian Church of West Farms have tried the Free Church scheme for one year, and, as a result, the Board of Trustees reported on Sabbath morning, after service, July 17, that the amount received was $600 in excess of any previous returns.

—Two years ago the Rev. J. W. Clokey, United Presbyterian minister at Steubenville, Ohio, was guilty of allowing, by vote of his session, the late Dr. Ekin, of the Old School Presbyterian Church, to assist and partake at his communion table. For this offense he has since then been refused a certificate of ministerial standing; and, on leaving that Presbytery for another, he has been followed by a vote of the Steubenville Presbytery, expressing its want of confidence in him.

—The *Central Presbyterian* says it is the widespread opinion in the Synod of Virginia that the Southern General Assembly acted unwisely in refusing to appoint a committee of conference with the Northern Presbyterians.

—The New York *Evangelist* says:—Secession is reported to be the order of the day in the West. Two pastors in the Western Presbytery, Messrs. Bratton and Harshaw, are reported as about to join Dr. McMaster in withdrawing from General Synod. It is not impossible that the whole Presbytery, two vacancies excepted, will go out in a body.

EPISCOPAL.

—The Episcopal Church of the Advent, San Francisco, has adopted congregational singing, thus saving two hundred dollars per month heretofore paid to the choir. They are now able to employ an assistant for the overworked rector, and will probably sustain a mission chapel besides.

—A correspondent of the *Advance* says:—"At the Santee Agency the Episcopalians are playing the part acted by the reformed Catholics in the Sandwich Islands. After twenty-five years of preparation by the missionaries of the American Board, they come in and set up a rival mission. But, as in the former case, the natives soon weary of the tinsel, and return to the original connection."

—Two mechanics in Georgetown, Kentucky, carriage makers, have built with their own hands, working only after shop hours, a Gothic stone church, which would have cost complete $15,000. They have been at work on it for five years.

—In the Episcopal Church at Vermilion, Territory of Dacotah, the High-Church rector has not a communicant. At a recent communion season he alone partook of the emblems.

—The *Church Journal* charges that Bishop McIlvaine, at a recent confirmation in Columbus, Ohio, said that confirmation was no sacrament, and that the laying on of his hands conferred thereby no grace.

—A week or two since St. Barnabas Church, Omaha, was entirely demolished by a tornado. The congregation will immediately set to work to rebuild it.

—At the meeting of the Kansas Episcopal Convention last month, two ladies and six gentlemen were placed on the Board of Examiners of the Diocesan Seminary, being the first instance in the country in which women have been elected to a diocesan office.

—The late Chester Adams, of Hartford, in his will, which has been admitted to probate, bequeathed over $100,000 to various charitable and religious societies.

CONGREGATIONAL.

—The Rev. Joseph Haven, D. D., has written from Dresden, Germany, resigning his Professorship in the Chicago Theological Seminary. He states that his health requires a lighter occupation, and that he takes this step after having medical advice at home and abroad.

—The Rev. C. C. Morse, a Congregational clergyman of Topeka, Kansas, went down into his well, a few days ago, and finding it full of foul gas, asked to be pulled up. He was pulled about twenty feet from the bottom, when he fell back, struck his head on a sharp stone, and was instantly killed.

—In reply to the charge that Congregationalism is dying out in New England, the *Congregationalist* shows that since 1831 that denomination has, in Massachusetts, added to its force two hundred and thirteen new churches and over forty-two thousand members, thus nearly doubling its ministry and more than doubling its membership in the last forty years.

—During the past year the Congregationalists have employed 58 missionaries in Northern and 7 in Southern Illinois, serving 90 churches and 10 out stations. During the year 11 churches have been organized, 11 have become self-supporting, and 7 have dedicated houses of worship. Of the 235 churches, 103 are self-supporting, 90 have missionary aid, and 42 unite with other churches in the support of a minister or are unsupplied. The average missionary salary in Illinois this year has been $684; in Vermont, $589·50; Michigan, $661·10; Iowa, $638; Massachusetts, $790; New Hampshire, $650; Maine, $600—making the average missionary salary in these seven States $659.

—The descendants of Jonathan Edwards are to hold a reunion at Stockbridge, Mass., September 6 and 7. Among those not of the family who are to be present and participate, are Dr. McCosh, Dr. J. N. Tarbox, President Hopkins, and Professor Park. President Woolsey is to deliver the commemorative discourse.

—The First Church, New London, Conn., will celebrate its 200th anniversary, October 5. During these two centuries, it has only had eight pastors. The present pastor is Rev. Dr. T. P. Field.

METHODIST.

—The finest parsonage of the Methodist Episcopal Church in the United States is said to be the one in Newark, N. J. It cost $25,000, and is elegantly furnished throughout. Its present occupant is the Rev. O. H. Tiffany, D. D.

—The Rev. Rufus Wendell, a New Englander, who left the Methodist Episcopal Church to join the Second Adventists, years ago, has returned to it, "convinced that he has been advocating a lie."

—The Methodists of Saratoga are about to erect a new edifice, to cost $50,000, of which $36,000 have been subscribed.

—The *Methodist* says:—"The union of the Bible Christians and New Connection Methodists of England, which has been agitated for some time, has not yet been consummated. Last year it was determined by the Methodist New Connection Conference to submit a scheme of union to the circuits. It was found, at the recent session of the conference at Sheffield, that many of the circuits were opposed to the plan, and the conference therefore passed resolutions referring the matter again to the 'Annual Committee,' until there is 'a substantial agreement among ourselves, as also between the two communities that are to be united.'"

—The Irish Wesleyan Conference has discussed Lay Representation on the occasion of petitions in its favor from two circuits and one district meeting. The conclusion was that it was not advisable to make further changes immediately, in view of the plan just adopted for reconstructing the various mixed committees, on a new and enlarged basis.

BAPTIST.

—The *Spare Hour*, published in California, states that there are ninety Baptist ministers in the United States bearing the name of Jones.

—Two Baptist churches in Chicago have over a thousand members each, viz.:—The First Church (Rev. Dr. Evarts, pastor), 1012; and the Second Church (Rev. Dr. Goodspeed's), 1065. Altogether there are in the city nineteen Baptist churches, with a total membership of 4567.

—Since the 8th of November last, forty-seven members have been added to the First Baptist Church, Wilmington, N. C.; an increase of twenty-five per cent. within eight months.

LUTHERAN.

—The Rev. William Ashmead Schaeffer, of Germantown, Pa., has accepted a call from Christ Church, Easton, Pa., and expects to enter upon the charge in September.

—If the Lutherans of this country be all counted as one body, they would make one of the largest denominations we have. But they seem hopelessly divided. The portion of them which approach more nearly to our American evangelical churches, and which believe in conversion and accept revivals, are connected with the General Synod. A somewhat larger number, including more of the German-speaking churches, hold more closely to the exact habits of worship of the Fatherland, and are very strenuous for the old church symbols and creeds. They are attached to the General Council. A smaller number, forming originally the Missouri Synod, protest against the ecclesiasticism of the council, even as being too loose, and insist that Lutherans must not exchange pulpits with members of other denomfnations. Wisconsin and Iowa have practically gone over to the Missourians, and the latter are gaining strength by the natural tendency to take one or the other of two logical extremes. Not so much on the surface, but yet as a practical dividing force, is the question what position Christians must take on the questions of the Sabbath and of temperance, and whether those who are hard drinkers and patronize or keep open their saloons on the Sabbath thereby forfeit the rights of membership. The Lutheran institutions in Watertown, Wisconsin, are now in a very precarious condition, threatening to suspend unless the churches give immediate aid. But the more moderate Lutherans say the reason of the coldness of the churches towards its wants is because "Missouri" has got control, and this does not secure the sympathy of the best portion of Wisconsin Lutherans.

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SCHOOLEY'S MOUNTAIN, N. J., IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen. Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21. Open from June 1 to October 30. Address 6 6 2m H. J. ROCKWELL.

CHITTENANGO. WHITE SULPHER SPRINGS, Madison county, N. Y. First-class Hotel, with every requisite. Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

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Applications for Rooms, address

4 15 52t J. F. CAKE, Proprietor

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THE PHILADELPHIA HOUSE, CAPE ISLAND, N. J., IS NOW OPEN. The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price. Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1. 6 16 2m MRS. E. PARKINSON JONES.

THE COLUMBIA HOUSE, AT CAPE MAY, is again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

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UNITED STATES HOTEL,

ATLANTIC CITY, N. J., IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Aledo. Terms, $20 per week. Persons desiring to engage rooms will address.

BROWN & WOELPPER, Proprietors, No. 237 RICHMOND Street, Philadelphia. 26 thstulm 6 26 dim 7 26 thstulm

BARR'S "CONSTITUTION HOUSE," CORNER ATLANTIC and KENTUCKY Avenues, Atlantic City, N. J. This well-known House is new open for the reception of guests. MRS. M. A. LEEDS, Late of Seaview House. The bar will be under the superintendence of the late proprietor, and will be open in conjunction with the other part of the house. 7 9 stuthlm* HUGH BARR.

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular, A FIRST-CLASS ESTABLISHMENT. 6 11 2m J. FREAS, Proprietor.

THE WILSON COTTAGE, ATLANTIC CITY. A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot. Terms to suit. 7 6 1m* ROBERT L. FUREY, Proprietor.

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK, 6 11 2m Proprietress.

HEWITT HOUSE, ATLANTIC CITY, N. J. —This favorite house has been removed two squares nearer the ocean, and is now on PENNSYLVANIA Avenue, next to the Presbyterian church. It is now open for the season. 6 11 stuth2m A. T. HUTCHINSON, Proprietress.

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA, between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week. 6 25 6w GEORGE H. MACY, Proprietor.

CENTRAL HOUSE, ATLANTIC CITY, N. J., is NOW OPEN for the reception of guests. 6 11 6w LAWLOR & TRILLY, Proprietors.

COTTAGE RETREAT ATLANTIC CITY N. J., is now open for the reception of guests. Terms moderate. MRS. McCLEES, 6 11 stuth 2m Proprietress.

PENN MANSION (FORMERLY ODD FELlows' Retreat), ATLANTIC CITY, is now in the hands of its former proprietor, and is open for the season. 6 11 2meod WM. M. CARTER, Proprietor.

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS, 6 11 3m Proprietor.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870. The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board. A few families can be accommodated by applying early. For particulars call on or address REV. T. W. CATTELL, 7 1 Merchantville, N. J.

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H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 450 Chesnut street. 5 30tf

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PUBLIC SALE—THOMAS & SONS, Auctioneers.—On Tuesday, August 16, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described property, viz.:—

No. 1. Large and valuable Brewery Building and Lager Beer Vaults, N. W. corner of Thirty-first and Master streets, 100 feet by 200 feet, two fronts. The improvements are a stone building, about 50 by 100 feet, formerly occupied as a brewery (by Christian Rentschler). There is ample ground for additional vaults. Terms—One-third cash. Immediate possession.

No. 2. Dwelling and stable, northeast corner of Thirty-first and Master streets. All those messuages and the lot of ground thereunto belonging, situate at the northeast corner of Thirty-first and Master streets; containing in front on Thirty-first street 100 feet, and in depth along Master street 180 feet. The improvements are a three-story brick dwelling and large brick stable. Terms—One-third cash. Immediate possession. May be examined any day previous to sale.

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1870 SEASONED POPLAR. SEASONED CHERRY. ASH, WHITE OAK PLANK AND BOARDS, HICKORY. 1870

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N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

GOVERNMENT SALES.

SALE OF NAVY VESSEL

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, August 5, 1870.

The Navy Department will offer for sale at public auction, at the United States Navy Yard, Norfolk, on TUESDAY, the 23d day of August, 1870, at 12 o'clock M., the United States steamer GALENA, of 514 tons.

The vessel will be sold as she stands, and can be examinep at any time on application to the Commandant of the yard.

One-half of the whole amount of the purchase-money must be deposited at the time of adjudication, and the balance within five days thereafter, and the vessel must be removed from the navy yard within a time from the day of sale satisfactory to the Commandant.

The Government reserves the right to withdraw the vessel from sale for any purchaser who will pay the appraised value with an increase of ten (10) per centum thereto. 8 4thstu6t

JET GOODS, NEWEST STYLES, DIXON'S, No. 21 S. EIGHTH Street. 10 16 swj

PROPOSALS.

OFFICE OF CHIEF QUARTERMASTER, THIRD DIST., DEPARTMENT OF THE EAST. PHILADELPHIA, Pa., Aug. 5, 1870.

SEALED PROPOSALS in tripicate will be received at this office up to 12 M., on TUESDAY, the sixth day of September, 1870, for setting "Osage Orange" plants around the following-named National Cemeteries, in the State of Virginia (for the purpose of enclosing the same with secure hedging), viz.:—

Richmond National Cemetery..Richmond, Va.
Fredericksburg " "..Fredericksburg, Va.
Culpepper " "..Culpepper, Va.
Winchester " "..Winchester, Va.
Staunton " "..Staunton, Va.
Danville " "..Danville, Va.
Poplar Grove " "..Petersburg, Va.
City Point " "..City Point, Va.
Seven Pines " "..Seven Pines, Va.
Cold Harbor " "..Cold Harbor, Va.
Glendale " "..Glendale, Va.
Fort Harrison " "..Fort Harrison, Va.
Hampton " "..Hampton, Va.
Yorktown " "..Yorktown, Va.

Each proposal must be accompanied by a sufficient guarantee that in the event of the acceptance of the proposal the bidder or bidders will enter into a contract for the planting of the hedging.

The Quartermaster's Department reserves the right to reject any and all bids.

Any additional information desired by parties wishing to bid will be furnished upon application to this office.

Bidders are required to bind themselves that if the plants do not thrive they will renew them for a period of *two* years, as they may happen to fail during that time.

HENRY C. HODGES, Major and Quartermaster U. S. A., Chief Quartermaster Third Quartermaster's District, Department of the East. 8 5 6t

WASHINGTON, D. C., JULY 27, 1870.

NOTICE—PAVING PENNSYLVANIA AVENUE.

The Commission appointed by "An Act to Provide for the Paving of Pennsylvania Avenue," approved July 8, 1870, is authorized to select and determine the best kind of Pavement to be used in paving Pennsylvania avenue, and to have said thoroughfare paved therewith from the northwest gate of the Capitol to the crossing of Fifteenth street, west.

The Commission met and organized in accordance with the above law, and proceeded to the election of a President and Secretary. It was decided to invite all patentees, owners, or inventors of any of the improved pavements, of whatever material composed, whether of stone, wood, asphalt, concrete, or any other kind, to furnish accurate and detailed drawings or models, descriptions, specifications, including the nature of the foundation to be laid, how packed, and, in fact, all information as to their construction and durability. This information is desired to enable the Commission to decide in the first instance upon the general nature of the material to be used in paving the avenue, and then to specify the preference that may be agreed upon in regard to some particular method to be adopted. A reference to the law (public, No. 144) will give the required information as to how the payments for said pavement will be made. It is provided therein "That the cost of laying such pavement shall not exceed the sum of four dollars per square yard." The estimated area of said pavement is in the neighborhood of sixty-five thousand (65,000) square yards.

All communications in relation to pavements should be addressed to the Secretary, Gen. N. MICHLER, Office of Public Buildings, Grounds, and Works, U. S. Capitol, WASHINTON, D. C. 7 29 10t

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 3 15] BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., JOHN H. MURPHY, President, PHILADELPHIA, PA. MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets. Office and Warehouse, 4 1 No. 42 N. FIFTH Street.

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H. HOWSON, Solicitor of Patents. C. HOWSON, Attorney-at-Law. Communications to be addressed to the Principal Office Philadelphia. 10 mws

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. 3 27 tf MUNDY & HOFFMAN.

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The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed Stamps and Stamped Paper:—

On $25 and upwards.....2 per
" 100 " ".....3 "
" 300 " ".....4

Address all orders, etc., to STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA.

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until o'clock M., on the 11th day of August, 1870, furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5⅛ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¼ by 5½ inches—two qualities.
No. 4. Full letter size, (for circulars), ungummed, on flap, 3¼ by 5½ inches—one quality.
No. 5. Extra letter size, 3½ by 6¼ inches—two qualities.
No. 6. Extra letter size, 3½ by 6¼ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅝ inches—two qualities.
No. 8. Extra official size, 4¼ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9⅜ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTED RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such watermarks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed on side, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed and kept in order at the expense of the contractor. The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than an inch the entire length; the wrappers to be put on by hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, or otherwise, on each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to the masters. When two thousand or more envelopes are required to fill the order of a postmaster, they must be packed in strong wooden cases, strapped with hoop-iron, and addressed; but when less than two thousand are required, proper boxes of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water ways must be provided with suitable water-proofing, and the whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of the masters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the office of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, dressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers which proposals are invited, showing the different qualities and colors of paper required, the size and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the size of envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the fiscal year, which was as follows:—

Note size	1
Letter size, first quality	60
Letter size, second quality	8
Letter size, second quality (ungummed)	5
Extra letter size, first quality	
Extra letter size, second quality (ungummed)	
Official size	
Extra official size	
Newspaper wrappers	
Total	8

PLACE FOR A BOARDING HOUSE.

A Chicken-soup Spring in Nevada.

The *Territorial Enterprise* gives the following account of a remarkable spring in Nevada: About one mile from Elko, on the old White Pine Road, are a number of curious hot springs, the property of Messrs. Lumister & Grœpper. One of these springs is really a great natural curiosity—a spring the like of which is, perhaps, nowhere else to be found in the whole world. It is a hot spring of considerable size, the water of which, when properly seasoned with pepper and salt, cannot be distinguished from the best chicken soup. Of the hundreds who have partaken of it, all agree that it has precisely the taste of chicken soup or broth. The proprietors have made many experiments with the water of this spring, and find it to be both wholesome and nutritious. Three pounds of beef boiled in the water of the spring yields as much soup as could be obtained from twelve pounds of the same meat cooked in common water. The spring is one of a group of hot springs situated in a stretch of modederately hilly or rolling country, and is in no way remarkable in appearance. Like the other springs about the place, it is at the top of a large mound of loam and sediment, formed by the decay of plants and minerals deposited from the water.

WHAT HE'D DO.

A matter-of-fact poetical genius says:—"I once heard a moonstruck chap the other day declare that he loved a certain young lady well enough to die for her." Now, I love somebody very much, and—

"I'd swear for her—
I'd tear for her,
The Lord knows what I'd bear for her;
I'd lie for her,
I'd sigh for her,
I'd drink Big Muddy dry for her.

"I'd fight for her—
I'd bite for her,
I'd walk the streets all night for her;
I'd plead for her,
I'd bleed for her,
I'd go without any 'feed' for her.

"I'd shoot for her—
I'd boot for her
A rival come to 'snit' for her;
I'd kneel for her,
I'd steal for her,
Such is the love I feel for her.

"I'd slide for her—
I'd ride for her.
I'd swim 'gainst wind and tide for her;
I'd try for her,
I'd cry for her,
But—hang me if I'd die for her!

B.—Or any other woman."

RAT-CATCHERS.—There are professional destroyers of vermin who contract by the month or quarter to remove rats, mice, and other pests from hotels, restaurants, etc. Some breeders of small deer also furnish live rats in small numbers, within twenty-four hours' order, for the exhibitions of dog pits, where they do not keep the rats on hand, but catch them as required. It is generally believed, and is perhaps true, that they use some bait of attractive scent in trapping the vermin. This is not, however, the explanation as the writer heard it from the lips of one of the most skilled in this vocation.

"I never use bait or drugs. I have studied the animal." Here he drew himself up in all the consciousness of superior knowledge, and proceeded with a lofty air. "No man that understands the rat needs such things; nor any fancy rat-traps of any account. Look at that rat's nest! It is hid behind a wall. It is in a chimney or a heat-flue so that it is always warm. It is lined with soft stuff—rags, paper, torn paper. Would you catch rats? Put a nest for them. Use a box having a trap door to a small aperture. Put rags in the box, or sawdust, or both, and leave it in the warmest part of a room that the rats frequent, covered with an old carpet, the aperture left open. No one must disturb the trap; the longer things are thus left the better. There will be a time when you can shut in quietly, drop the sliding door, and carry off the box under your arm with every one inside that was in the building."

"But what hour of the day or night do you catch all the rats in?" we inquired.

"No one would not ask the question if you had studied the rat," was the somewhat severe reply.—*Harper's Magazine.*

DUST UNDER THE MICROSCOPE.—Among the specimens of dust from various localities which we have recently examined under the microscope, one was procured at the Spring-field Armory. With a Tolles ¼-inch objective the impalpable dust appeared to be composed mostly of fragments of iron and steel, and under the power of a 1-5, the dust was found to be made up of particles of emery, as well as of various kinds of metals. This came from the polishing wheels used in the works, the fragments, too small to be distinguished by the naked eye, and floating about the rooms occupied by the workmen, have the cutting edges and jagged points, full to look at under a high magnifying power. We presume that few, if any, find their way far inte the respiratory organs, as the barriers which nature has interposed afford almost complete protection against injury from this source. If it were otherwise, many of our industrial pursuits would have to be abandoned, as they would be fatal to life.

The dust from shoe factories affords a study that is interesting to study. The fragments are from all organized substances, principally from leather. The filaments are curled and convoluted in a curious manner, some of them appear like snakes and worms. The air in shoe factories is constantly loaded with these infinitesimal particles.—*Boston Journal of Chemistry.*

HAIR CURLERS.

THE HYPERION

HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

The Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance will not injure the hair, as there is no heat required, no metallic substance used to rust or break the hair when manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,

No. 63 North FRONT Street, Philadelphia.

And at all Dry Goods, Trimming and Notion Stores.

CLARKSON. J. M'MAHON.

CLARKSON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York,

No. 18 SOUTH WHARVES, Philadelphia,

No. 45 W. PRATT Street, Baltimore.

Are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate ports with promptness and despatch. Canal Boats and Barges furnished at the shortest notice.

The most durable Green
will not fade, is brighter Color
Costs less than any other be-
cause it will paint twice as
much Surface, Ground pure
Only by the manufacturers
Sold by all paint dealers.
Office 122 N. Fourth St.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE

OF

ESTATE

OF THE

FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46½ degrees west 102 1-10 perches, to stone; thence south 44¼ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¼ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¼ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93½ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98¾ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG,
ENOCH LEWIS, } Trustees.

M. THOMAS & SONS,
6 27 mth 1827 Auctioneers.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,

Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 14 A few doors Chesnut st., Philada.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburr Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·40 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 3·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading:

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·25 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigran Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE),

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 3·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE

BETWEEN NEW YORK AND PHILADELPHIA

VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in *a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York.....$5·00

" " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

C. L. KIMBALL, Superintendent.

6 27

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A.M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3 10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n,	A. M. & 3·30 & 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	6·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK. BUFFALO, CORNING, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington 1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown.

At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8 20 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lans

CITY INTELLIGENCE.

THE COAL TRADE.

The Resumption—The Condition of the Miners—The Market—Prices, Quotations, Etc.

The miners of Schuylkill have generally resumed work during the past week, some collieries commencing on Monday, some on Tuesday, and some on Thursday. The basis, of course, is the new one just agreed upon, with the sliding scale downwards as well as upwards, excepting a slight alteration in the clause for the equalization of contract work, which was demanded by the miners of some of the collieries and conceded by the operators. No one, even those most directly benefited, can blame them for objecting to such an unjust rule as that which their leaders have placed upon them. It cannot be believed that this is a spontaneous offer of the men made with certain ends in view. Those who uphold the action of the rulers of the W. B. A. in this only show either their great foolishness, or that they are too lazy to do a large amount of contract work. Certainly the best men, who are able and willing to do the largest amount of work, and so make the most money, would never consent to it. But perhaps, as has been suggested, the whole thing was merely a sop thrown to the operators to keep them quiet and get the collieries started, it being intended to oppose it afterward. But as it is understood that some have resumed without making such opposition, they should take fair warning that if they agree to it at once they agree to it for good, and should the operators wish to hold them to it, they would have just cause for doing so.

The present condition of some of the miners in pecuniary prosperity after the long strike is said to be pitiable in the extreme. Id this be so, we hope that they have had enough of unions. If every man who has been injured by the false government of the rulers of the W. B. A., or who has been compelled to stop work against his own inclination, would immediately cut loose from all connection with the association, regardless for the time being of the name of "blackleg," there is very little doubt but that a comparatively small and certainly powerless remnant would be left to uphold the unjust commands of the organization. With so many "blacklegs" the name would cease to be a reproach and become an honor, and all who were otherwise would be regarded with suspicion. We doubt not but that sufficient employment could be found, notwithstanding the opposing edicts of the union.

Then if anything does not suit the miners, if wages go below a living rate, let them stop work individually or collectively, but not strike in the trade-union sense, or leave the trade for more profitable employment until a sufficient number only remain to produce a higher rate. By such a course of action they would be regarded as honorable men, and their demands would in all probability be complied with. But let us have no more of workmen's unions, with regulations for forcing any price unjust or otherwise upon the market, no more organized strikes for fancied or trivial wrongs, which always result to the injury of the strikers in the end.

The strike of the Lehigh miners against the Lehigh Coal and Navigation Company has been concluded by one of the most signal failures to be found anywhere in the history of mining. The men have not gained one single point by their long season of idleness, and have been compelled to resume work on exactly the same terms which were offered to them by the company in the first place. This, though not very satisfactory to the Lehigh men, will teach them a lesson. But the most beneficial results will flow from the example set the Schuylkill men, who, without the dissatisfied feelings of those in Lehigh, which may result in another strike of some sort before very long, will feel more forcibly the great risk of success attending such movements, and the great loss on all sides which always accompanies them.

There is said to be a good deal of hard feeling occasioned by the closing of the shipping points of Port Carbon and Mount Carbon, on the Schuylkill Canal, by the Reading Railroad, and the removal of the business to Schuylkill Haven; but there appears to be no remedy in the matter, as the Reading Railroad is perfectly strong enough at the present time in that particular to do as they like.

The returns of the Philadelphia and Reading Railroad for the past week, published yesterday, show that already the effect of the resumption is beginning to be made manifest by the increased production and the amount shipped.

At Mauch Chunk during the past week there were shipped over the Lehigh Valley and Lehigh and Susquehanna Railroads and the canal 118,250·08 tons, against 104,658·04 tons the previous week, an increase of 13,592·04 tons. The shipments for the corresponding week last year were 131,947·03 tons, a decrease for the week of 1870 of 13,696·15 tons.

The Philadelphia market is active and there is good demand. This is in part owing to the low rates of freights to coast points, which will probably be advanced in a short time. The following are the current rates of freights from Port Richmond for the week ending August 5:—

Boston, $2@2·15; Newburyport, $2·10; Provincetown, $2·25; Salem, $2@2·15; Somerset, $1·75; Weymouth, $2; Providence, $1·75@1·85; Allen's Point, $1·75@1·80; Norwalk, $1·75; Greenport, $1·60; New York, $1·20@1·30; From Baltimore:—Philadelphia, $1@1·05; New York, $1·85@1·90.

The following are the prices of coal by the cargo at Port Richmond for shipments east of Bordentown and south of Cape Henry; to other points rates are forty cents per ton higher:—

Schuylkill Red Ash, $4·50@4·75; do. Steamboat, $4·50@4·60; do. Broken, $4·50@4·70; do. Egg, $4·50@4·70; do. Stove, $4·50@4·70; do. Chestnut, $3·70@3·90 Shenandoah Steamboat, $4·75; do. Broken, $4·75; do. Egg, $4·75; do. Stove, $4·75; do. Chestnut, $4.

THE GERMANTOWN BATH.—As regards public baths the people of Germantown are in earnest. The work of enclosing the place selected, Kelley's dam, so as to exclude it from public observation, was commenced on Monday last. A board fence, eight feet high, encloses the eastern boundary of the dam, and the entrance to the dam will be from Magnolia avenue. A small enclosure, of shallow depth, has been set apart for those who cannot swim, or who are afraid to venture into deep water. In order to build this enclosure, it was necessary that the dam should be drained, and it was accordingly done on Monday last. After the drainage the flood gate did not work properly, and it was with great difficulty that it was closed, and the refilling of the dam is much delayed in consequence. Unless there should be rain the dam will not fill for two or three days. However, we are given to understand that bathers will be admitted tomorrow. Five cents is the price of admission.

FIRE ON SOUTH FIFTH STREET.—About 1¼ o'clock this morning a fire broke out in the cork manufactory of George M. Fried, No. 237 South Fifth street. The buildings were a two-and-a half-story frame, front, and a two-story brick in the rear. The fire originated in the latter and gained considerable headway. A great deal of damage was also done the stock and machinery by water. The buildings are owned by Mr. Fried and are insured for $1100, and the stock and machinery for $10,000, in the Pennsylvania and American Insurance Companies, which will more than cover his loss. The tavern of John Wharton, No. 235, was injured to the extent of $1000 by water. Mr. Wharton is insured for $800 in the Hanover. Samuel Hunsicker, No 239, also sustains a loss of $200; insured in the Knickerbocker Company.

ATLANTIC CITY.—By means of the Camden and Atlantic Railway, in the space of 1¾ hours, the heat and filth of Philadelphia can be exchanged for the delightfully cool and invigorating atmosphere, the splendid surf-bathing, and the many other inviting features of Atlantic City. Three trains will run this afternoon, the first at 2, the next at 3·30, and the last at 4·15 o'clock. It is computed that there are over 10 000 visitors now at Atlantic. This, however, need not deter others from going there, as there are ample accommodations for a couple of thousand more, the hotels and cottage boarding-houses having increased so largely since last season.

SLIGHT FIRE.—A slight fire occurred this morning in the cellar of the hotel at the south-east corner of Sixteenth and Race streets.

RUN OVER.

A Man Run Over on the Cape May Railroad this Morning—He Dies Almost Instantly—Gross Negligence Somewhere.

This morning, at a few minutes after 9 o'clock, as the 9 o'clock express train was on its way through Camden to Cape May, a man was run over and killed while attempting to cross the track at the intersection of the Camden and Amboy and West Jersey Railroads at the eastern end of the city.

The injured man, who is named William P. Meyers, was a miller, and resided near Haddonfield, N. J. He had been to Camden, and was returning home, as it is stated, driving a strange horse. The pike leading to Haddonfield crosses the railroads at about the intersection, and near this point the horse became frightened and unmanageable by reason of the approaching train, and dashed straight for the locomotive.

The train was proceeding at the time only at the rate of about two miles an hour, and could have been stopped with but little trouble, but the engineer took no heed of the danger. The horse was attached to a wagon in which the man was seated. When the train approached very near to the wagon the engines were reversed, and it then only took about four turns of the wheels to stop the train, but it was too late.

The wagon was struck and knocked into fragments, and the man was run over. Both legs were crushed, and also one of his arms. He died in about ten minutes. The horse escaped uninjured, was cut loose from the wagon, and ran away. The deceased was a man of about forty years of age. The Coroner of Camden was notified, and will hold an inquest some time to-day.

CLEANLINESS.

How our Public Baths are Used.

The following report of Superintendent John O'Grady, of the Otis street public bath, shows how well it is appreciated. The visitors were, on

	Men.	Women.	Boys.	Girls.
Saturday	65	..	382	..
*Monday	..	24	..	52
Tuesday	110	..	626	..
Wednesday	85	..	544	..
*Thursday	..	20	..	73
Friday	95	..	660	..
Total	355	44	2162	125

* Mondays and Thursdays are the only days allotted to women.

Last evening public bath No. 3 was moored at South street wharf, it having been towed thereto by the Schuylkill Harbor police force. Lieutenant Jacoby was the first one to take a dip.

THE MORTALITY OF THE CITY.—The number of deaths in the city for the week ending at noon today was 431, being a decrease of 150 from those of last week, and an increase of 76 over the corresponding period of last year. Of these, 130 were adults; 301 were minors; 349 were born in the United States; 67 were foreign; 27 were people of color; and 15 were from the country. Of this number, 24 died of consumption of the lungs; 25 of marasmus; 18 of old age; 18 of typhoid fever; 22 of convulsions; 6 of scarlet fever; 4 of inflammation of the lungs; 2 of relapsing fever; 2 of coup de soleil; 20 of congestion of the brain; 132 of cholera infantum; and 20 of debility.

The deaths were divided as follows among the different wards:—

Wards.		Wards.	
First	27	Sixteenth	10
Second	20	Seventeenth	17
Third	9	Eighteenth	12
Fourth	17	Nineteenth	33
Fifth	13	Twentieth	31
Sixth	1	Twenty-first	12
Seventh	21	Twenty-second	13
Eighth	13	Twenty-third	14
Ninth	6	Twenty-fourth	23
Tenth	10	Twenth-fifth	7
Eleventh	3	Twenth-sixth	17
Twelfth	5	Twenty-seventh	20
Thirteenth	8	Twenty-eighth	9
Fourteenth	8	Unknown	15
Fifteenth	27		
Total			431

CAUGHT NICELY.—Yesterday Officer Parkhill, of the Twelfth district force, discovered four men in the neighborhood of Girard Park, carrying a carpet-bag and acting rather suspiciously. Determining to ascertain who they were, he dogged their movements until sundown, when they moved towards the city. Parkhill followed them, and when near the Girard Avenue Railroad depot tapped one of them on the shoulder and inquired as to the contents of the bag. The fellows replied "clothes." Parkhill then desired to see them, but was refused. He then ordered the fellow to open the bag, which, after some hesitation, he did, and the contents were found to be, first, an alpaca coat and next a lot of burglars' tools. The rascals, seeing they were trapped, attempted to escape, but Parkhill collared two of them. One drew a revolver, but the officer drawing one also, soon obliged him to give it up. The accused gave their names as Andrew Hess and John Gibson. They will have a hearing to-day at the Central Station.

OBITUARY.—The business community has sustained another loss in the person of Alexander Benson, Jr., who e death was announced this morning. Mr. Benson was about forty years of age, and was the son of the well-known banker, Alexander Benson, who died on the 15th of May last. Alexander, Jr., was highly esteemed among the bankers and brokers, and took an active part in all operations up to January, 1869, being a member of the firms of Charles Emory & Co. and Emory, Benson & Co. At that date he retired from business life, he having been ailing for some time. The cause of his death is not positively known, but is attributed to a complication of diseases. The Board of Brokers, out of respect to his memory, adjourned to-day at noon. A singular fact in connection with the sad affair is that both father and son died on Friday. Deceased leaves a large and valuable estate.

THE PHILADELPHIA and Southern Mail Steamship Company have, in order to meet the increasing needs of our business community for more frequent communication with ports South, placed upon their line to New Orleans an additional ship. The new iron steamship Hercules, a first-class vessel, will sail for that port direct on Saturday, the 13th instant, and will be followed on the succeeding Saturday by their regular steamship the Yazoo. This is a favorable omen for the future, both for our neighbors of the Crescent City and ourselves.

ROBBED HIS EMPLOYER.—A cordwainer named Philip Loney, employed in Bond's shoe manufactory, corner of Ridge avenue and Wallace street, yesterday stole a vest belonging to his employer, a gold watch and chain, and a bank book. The thief being at once suspected, a warrant was procured and Philip arrested. On his person was found a pawn ticket, on which the watch and chain were recovered. Alderman Massey sent him to prison.

WHOSE ARE THEY?—Yesterday boat's crew No. 4 of the Schuylkill Harbor force found on the banks of the Schuylkill, near the Wissahickon, a drab flannel shirt with a purple stripe around the neck, a white muslin shirt, white merino knit drawers, and a breastpin with a blue stone. The owner of the articles is supposed to have been drowned. The things can be seen at the Schuylkill Harbor Police Station.

PEACH THIEVES.—The Sixteenth district police yesterday made a raid upon the peach thieves who assemble at Forty-first street and the Pennsylvania Railroad, and captured one of them. This gang await the arrival of peach trains and then plunder them. On Thursday no less than thirty baskets of the fruit were taken from one car.

RUN OVER.—About 12·15 o'clock this afternoon Thomas Mooney, aged two years, was run over by a beer wagon on Allen street, below Shackamaxon, and seriously injured. The little sufferer was removed to St. Mary's Hospital.

MILITARY.—The 3d Regiment Philadelphia City Guards, under the command of General St. Clair A. Mulholland, left for Reading to-day at 1½ o'clock, where they will encamp for ten days.

MARINE.—A chap named William Wedley was yesterday arrested at Callowhill street wharf for the theft of a yawl boat from Easton. Alderman Dougherty sent him to that place for trial.

THE DOG WAR.—The dog detectives during last week captured 113 unmuzzled poodles, 30 of which were redeemed.

LEGAL INTELLIGENCE.

Saturday Business.

Court of Quarter Sessions—Judge Paxson.

The Court was engaged to-day in hearing arguments upon miscellaneous rules and motions.

In the case of Peter and Joseph Burns, charged with larceny, in which the indictment, found last January, was stolen from the Court, Mr. Sheppard sent in a duplicate bill to the present Grand Jury, which was returned ignored, with all the witnesses marked as examined, whereas a principal witness, Policeman Taylor, is in Ohio, and could not have been examined. Mr. Sheppard asked the Court to order that the accused should be detained until the matter could be investigated, which order was made.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Saturday, Aug. 6, 1870.

The money market to-day is decidedly active, but not more so than usual to close the business of the week. Both in call and time loans there is a fair demand, the lively character of the foreign news having given an impetus to speculation in gold and bonds, and added somewhat to the demand for brokers' loans. The supply is ample for all wants, but lenders are rather fastidious as to credit and collaterals. We quote call loans at 5@6 per cent., and discounts at 6@8 per cent.

There is an active selling movement of gold, and the premium is on the decline. Sales opened at 121¼ and close at 120⅝.

Governments are active and steady at last night's prices.

The stock market was dull, but there was a firm feeling under the influence of the foreign news. The only sales were city 6s, new bonds, at 101¾; Reading Railroad at 47·99@48, and Lehigh Valley at 57⅝@57¾.

The Board adjourned earlier than usual, on the announcement of the death of Alexander Benson, Jr.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$1000 Pa & N Y C 7s 92¾ | 100 sh Reading R...47·94
$1000 C & A m 6s,89 95¾ | 300 do ...b.c.47·94
$1000 Sun & E 7s....102 | 10 sh Leh V R.... 57⅜
$1100 City 6s. N.18.101¾ | 10 do.... .... 57⅜
$5000 Am Gold.b30.121½ | 3 do..... 57⅜

The Board adjourned on the announcement of the death of Mr. Alexander Benson, Jr., of the firm of Emory, Benson & Co.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 113⅛@113⅜; 5-20s of 1862, 111⅛@111¾; do. 1864, 110⅛@110⅝; do. Nov. 1865, 110⅜@111; do. do., July, 109⅞@109⅝; do. do., 1867, 109⅛@109⅜; do. 1868, 109⅛@110; 10-40s, 107⅛@107⅜; Pacifics, 110⅜@111⅛. Gold, 121¼.

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 113⅛@113⅜; 5-20s of 1862, 111⅛@111⅜; do. 1864, 110⅜@110¾; do. 1865, 110⅜@110⅝; do., July, 1865, 109⅜@109⅝; do., July, 1867, 109⅛@109⅜; do. July, 1868, 109⅛@109⅜; 58, 10-40, 107⅛@107½; Gold, 120¾@121.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113⅛@113⅜; do. 1862, 111⅜@111½; do. 1864, 110⅛@110⅜; do. 1865, 110⅜@111; do. 1865, new, 109⅜@109½; do. 1867, do. 109⅜@109½; do. 1868, do. 109⅜@110; 10-40s, 107⅛@107½; U. S. 30 Year 6 per cent. Currency, 110⅞@111; Due Comp. Int. Notes, 19; Gold, 120¾@121; Silver, 112@115; Union Pacific Railroad 1st Mort. Bonds, 81@82½; Central Pacific Railroad, 85@86; Union Pacific Land Grant Bonds, 74@74½.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M	121¼	11·23 A.M.	120¾
10·05 "	121¼	11·25 "	120⅞
10·10 "	121¼	11·30 "	121
10·20 "	121⅛	11·42 "	121⅛
10·50 "	121	11·55 "	121
11·22 "	120⅞	12 05 P. M.	120⅛

Philadelphia Trade Report.

SATURDAY, Aug. 6.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton. Chestnut ranges from $13@15 per cord.

Seeds—Cloverseed sells in a small way at $9·25@9·50, from second hands. Timothy is arriving quite freely and is offered at $5. Flaxseed is in demand by the crushers at $2·25.

There is more spirit in the Flour market, and prices are well sustained. The demand is mostly from the home consumers, who purchased 1300 barrels, including superfine at $5·50@5·75; extras at $6@6·50; Iowa, Wisconsin, and Minnesota extra family at $6·75@7·50; Pennsylvania do. do. at $7@7·62½; Ohio do. do. at $7 25@7·75; and fancy Ohio do. do. at $8@8·25. Rye Flour is firm, and 50 barrels sold at $6 25.

The Wheat market is quiet, but prices are unchanged. Sales of old Pennsylvania red at $1·58@1·60; new do. at $1·45; new Indiana do. at $1·55, and new Delaware do. at $1·45@1·55. Rye is held at $1·12 for Western and Pennsylvania. Corn is dull, and the tendency of prices is for a lower range. Sales of Pennsylvania yellow at $1·07@1·08; Western do. at $1·05; and Western mixed at $1@1·04. Oats are unchanged. Sales of Pennsylvania at 60@61c; new Delaware at 52c. and 1306 bushels new Western at 53@55c.

Whisky is dull at $1·02@1·03 for Western ironbound.

DIED.

(For additional Deaths see fifth page.)

HUGHES—Suddenly, on the 3d instant, THOMAS J. HUGHES, aged 32 years, son of the late Charles and Jane E. Hughes.

The relatives and friends are respectfully invited to attend the funeral, from his late residence, Jasper street, above Hart lane, Twenty-fifth ward, on Sunday afternoon at 1 o'clock. To proceed to Cathedral Cemetery.

FINE STATIONERY,
ARMS, MONOGRAMS, ILLUMINATING, ETC.
DREKA, 1033 CHESNUT Street.
Card Engraver and Stationer 6 31 tuths

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in a the improved fashions of the season. CHESNUT Street next door to the Post Office rp6

CROQUET.

CROQUET.

GREAT REDUCTION IN PRICE.

A Full Size Set, 8 Balls, 8 Mallets, etc., $3·00.

WHOLESALE AND RETAIL.

R. HOSKINS & CO.,
No. 213 ARCH Street.

CROQUET IN GREAT VARIETY

Rock Maple Croquet only $3·50.
Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only $1 00; by mail, $1·15.
One quire of Paper and one pack of Envelopes, stamped, only 30 cents.
J. LINERD,
Stationer and Card Engraver,
6 29wsm 9msp No. 921 SPRING GARDEN Street.

OLD BETHEL CAMP MEETING,

BARNSBORO STATION,

On West Jersey Railroad.

Trains leave Philadelphia from FOOT OF MARKET Street, at 8·00 A. M., 11·00 A. M., 3·30 P. M., and 5·45 P. M.

RETURNING, LEAVE CAMP 6·42 A. M., 8·12 A. M., 1·38 P. M., 4·58 P. M., and 10·05 P. M.

Excursion tickets, good during continuance of the camp, 70 cents each.

8 6 6t W. J. SEWELL, Superintendent.

THIRD EDITION

THE LATEST WAR NEWS.

Excitement in North Germany

Capture of an American Vessel

The French Advance.

A Ship Burned at Sea.

FROM EUROPE.

Excitement in North Germany.

BERLIN, Aug. 6.—Intense enthusiasm prevails throughout North Germany. In the large cities of the Confederation, crowds assemble in the streets to hear the war news and make demonstrations of loyalty.

Another War Loan.

MUNICH, Aug. 6.—The Bavarian Ministry has been authorized to borrow 5,000,000 rigsdalers for two years.

American Vessel Taken by the French.

LONDON, Aug. 6.—The vessel taken by the French proves to be the Lanman, from Wilmington, N. C., with a cargo of turpentine.

Prussian Headquarters.

BERLIN, Aug. 6.—The headquarters of King William are at Cologne. Prince Frederick Charles is in command at Kreugsnach, and the Crown Prince at Mannheim. Information has reached here that all Germans in France will be obliged to take out official permits to remain in the country.

The French Advance.

LONDON, Aug. 6—9 A. M.—Advices from the seat of war this morning concur in representing that the corps under Marshal McMahon, advancing after the brush with the Prussians last evening, occupied and now holds a strong posstion on the Bavarian frontier. The entire French line of operation is kept in intimate communication by underground telegraph wires.

The Exportation of Corn.

The Prussian Government's prohibition of the exportation of corn is confined to direct shipments to France.

"Actuated by Ambition."

The *Times* this morning says it is melancholy to see two nations actuated by ambition rushing to arms, and seeking military supremacy which no victories, however brilliant or continuous, can establish, for fortune assisting at all battles, the vanquished will always seek a fresh appeal to the fortune of war.

The United States Diplomatic Service.

An American, writing to the *Times*, replies to its charge of the fickleness of the United States in the regulation of its diplomatic service, showing that the changes in the British diplomatic corps are more frequent than in the American.

The Scotia.

QUEENSTOWN, Aug. 6.—The steamer Scotia touched here yesterday, and proceeded.

English Pilots.

LONDON, Aug. 6—11·30 A. M.—English pilots have been formally forbidden to serve armed vessels of belligerents.

The Weissenburg Victory.

Later advices from Prussia fully confirm the completeness of the victory at Weissenburg.

This Afternoon's Quotations.

LONDON, Aug. 6—1·30 P. M.—Consols closed at 89⅝ for money and 89⅝ for account. American securities quiet and steady. United States 5-20s of 1862, 83¾; of 1865, old, 83; of 1867, 82; 10-40s, 81. Stocks firm. Erie, 15; Illinois Central, 101; Atlantic and Great Western, 19.

LIVERPOOL, Aug. 6—1·30 P. M.—Cotton closed dull; middling uplands, 7¾d.; middling Orleans, 8d. Sales 8000 bales, of which 1000 were for export and speculation. Western flour, 26s. Peas, 39s. Tallow, 44s. 9d

FRANKFORT, Aug. 6.—United States 5-20s closed steady yesterday at 81⅝.

FROM NEW YORK.

Tugboat Explosion—Three Lives Lost.

OSWEGO, N. Y., Aug. 6.—The tug Tornado exploded her boiler at 3 o'clock this morning four miles up the lake and one and a half miles from the shore. Captain W. D. Manwarring, Mr. Atchison, engineer, and Zebulon Stone, a deck hand, were lost. The tug was valued at $12,000; no insurance.

Specie Shipment.

NEW YORK, Aug. 6.—Three steamers take out $1,234,000 in specie to-day.

Evangelical Conference Postponed.

The European delegates to the General Conference of the Evangelical Alliance, to be held in New York in September, being prevented by the war from coming over, the conference has been postponed for the present year. This notice is issued under authority of the Executive Committee, and signed by Wm. E. Dodge, President, and S. J. Prime and F. Schaeff, Corresponding Secretaries.

Destruction of a Church.

PORT CHESTER, New York, Aug. 6.—The Zion Methodist Episcopal Church at this place was entirely destroyed by fire last night. It is supposed to have been the work of an incendiary. Loss about $3500; insurance, $1000. But little of the furniture was saved.

FROM NEW ENGLAND.

Ship Levanter Burned at Sea.

BOSTON, Aug. 6.—The ship Levanter, Captain Burrows, from London for Boston with a general cargo of merchandise, was destroyed by fire July 26, near the Grand Banks. After three days of unsuccessful efforts to subdue the flames, all hands left the vessel in boats, and were subsequently picked up by a fishing schooner and landed at Marblehead yesterday. The vessel and cargo are a total loss. The Levanter measured 732 tons, was built at New Castle, Me., in 1852, and was owned by T. H. Smith, of Boston.

Baltimore Produce Market.

BALTIMORE, Aug. 6.—Cotton dull and nominal at 19@19¼c.; stock scarce. Flour quiet. Wheat dull; new red, $1·65@1·80 for prime; fair to good, $1·45@1·60; Western, $1·45@1·50. Corn—white, $1·15@1·20; yellow, $1·10. Oats dull at 48@51c. Rye, 95c.@$1·07, the latter for prime Western. Mess Pork firm at $31. Bacon and Lard unchanged. Whisky quiet at $1·02@1·03; stock scarce.

FOURTH EDITION

AFFAIRS AT THE CAPITAL.

The Odious Campaign Assessments.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Payment of Pensions.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 6.—It is reported to the Pension Office that claim agents are informing persons that their agreements for payment of the increased fees just prescribed by the Commissioner must be made before certificates of pensions can be procured. This information is erroneous, as certificates will be issued regardless of these agreements.

Postmaster-General Creswell

has gone to Elkton.

Fortifications.

An aggregate of $125,500 was appropriated at the last session for the improvement of the fortifications at Forts Mifflin and Delaware, and at Finn's Point, and the Engineer Department is now pushing the work rapidly. These works are being prepared for heavier rifled guns.

Congressional Committee Assessments.

Clerks here are being heavily assessed by the Congressional Compaign Committee. In view of the unusual and extravagant amounts demanded there is a movement against paying assessments of any character, with the understanding that contributions shall be voluntary.

The Unadilla Bank Case.

In the case of J. H. Van Antwerp vs. Comptroller of Currency and Treasury Spianer in court yesterday, an order was made restraining the defendants from paying over the proceeds of certain bonds in excess of the amount necessary to redeem the circulating notes of the National Unadilla Bank, of Otsego county, New York, to any person other than the complainant.

Washington Census.

Complete census returns of one district of this city shows a large increase of population, and 69 per cent. white to 31 per cent. colored.

Secretary Boutwell

has written a letter advising the Collector of New York to carefully examine all purchases of foreign vessels by American citizens, and in opposition to the issue of sea letters. The Attorney-General has decided that the prize money on account of the Red River cotton captures, ordered by a recent decision of the United States District Court of Southern Illinois, to be distributed to the captors, cannot be taken from the naval pension fund, to which it was paid over under a former decision of the same court.

Treasury Statement.

Despatch to the Associated Press.

WASHINGTON, Aug. 6.—Mutilated bank notes burned during the week ending to-day amounted to $345,000, making the total amount burned, $26,666,338. The bank currency issued for bills destroyed was $238,235, making the total issued therefor $26,223,170, and leaving a balance of $443,168 due for mutilated notes. Bank circulation outstanding this date, $299,437,049. The amount of securities held by the Treasurer of the United States in trust for national banks reported to-day was as follows:—for circulating notes, $342,017,550; for deposits of public moneys, $16,366,500; total, $358 384,050.

New York Produce Market.

NEW YORK, Aug. 6.—Cotton inactive and prices drooping. Sales of 300 bales uplands at 19¼c.; Orleans at 20c. Flour less active and scarcely so firm; sales of 8000 barrels State at $5·60@7·00; Ohio at $6·65@8; Western at $5·60@7·40; Southern, $6·50@10. Wheat—Prices favor buyers; sales of 26,000 bushels new No. 2 at $1·30; winter red Western at $1·58. Corn steady; sales of 48,600 bushels new mixed Western at 95@96c. Oats dull; sales of 14,000 bushels State at 65@66c.; Western at 54@55c. Beef quiet and unchanged. Pork dull; new mess, $29·75; prime mess, $24@26. Lard heavy; steam-rendered, 16@16¾c.; kettle, 17¼@17½c. Whisky dull at $1.

THE QUEEN'S CUP.

Preparations for the Great Yacht Race at New York—The Vessels that are to take Part in the Contest, the "Dauntless" and "America."

The race for the Queen's cup on Monday next in the neighborhood of New York is creating considerable excitement in yachting circles, and every preparation is being made to render the contest one long to be remembered. The following yachts have been entered for the contest:—

Name.	Owner.	Tons.	Measurement.
America	R. W. Morse, Jr....	1286	2074·8
Phantom	H. G. Stebbins...(/ O. H. Stebbins...)	123·3	2063·4
Madge	R. H. Loper	132·2	2331·9
Silvie	E. Dodge	106·2	1897·8
Tidal Wave	William Voorhis	135·5	1879
Madeline	J. Voorhis	148·2	1787
Rambler	J. H. Banker	169	1893
Idler	T. O. Durant	135·5	1934·4
Dauntless	J. G. Bennet, Jr....	203	2899
Magic	Franklin Osgood	97·2	1680
Fleetwing	G. A. Osgood	2·64	2308·7
Palmer	R. Stuyvesant	194·2	2371·9
Alice	G. U. Kidd	83·3	1435·1
Fleur de Lis	J. S. Dickerson	92·5	1429·3
Eva	Mahlon Sands	81·3	1561·8
Restless	Philips Chaney	55·4	1478·6
Josephine	B. M. C. Durfee	143	1935
Calypso	A. S. Hatch	109·7	1094
Widgeon	C. O. Dodge / G. G. Pavens	105·9	1616
Halcyon	J. P. Smith	121	1923
Jessie	J. Van Schaick	50	678·4
Tarolinta	H. A. Kent / H. A. Kent, Jr.	204·7	2221·7

The judges of the race will be Moses H. Grinnell, William B. Duncan, and Alexander Hamilton, Jr. The Executive Committee having charge of the arrangements are William H. Major, Stephen Homans, and Stuart M. Taylor.

On the day of the race a flagboat will be anchored abreast of the Club House, Clifton, Staten Island, about mid-channel. The yachts will anchor on an east and west line, five hundred yards to the northward and westward of the flagboat, and about fifty yards apart. In taking position in line each yacht may select its own in the order of its arrival at the anchorage, subject to any change that the Executive Committee may deem expedient.

A steamtug will be in attendance to enable the yachts to assume their proper position in line. Mainsails, foresails, and gaff-topsails may be set before starting, unless otherwise ordered by the committee. The signal for starting will be one gun from the committee's steamer to prepare, and a second to start. Yachts will proceed from the anchorage to the buoy of the Southwest Spit, passing it to the west and south, and thence to the lightship, rounding it to the northward and eastward, and return over the same course, passing to the west of the flagboat off the Club House, going and returning.

The committee request all vessels present on the occasion, whether steam or canvas, most scrupulously to avoid any interference, either directly or remotely, with any of the vessels engaged in the race, giving to all a "clear field and a wide berth;" and in view of our national instincts for "fair play," that the representative vessel of the Royal Thames Yacht Club, the Cambria, should have no cause whatever to complain of any unfairness or unnautical interference in this respect.

The race is the subject uppermost in the thoughts of those interested in yachting and sporting matters. Much money has been staked on the result. Mr. Bennett has decided to enter the Dauntless, and the odds of the betting men are now staked upon the Dauntless and America. The chances of the Cambria in this contest, when so many lighter craft will compete with her, do not seem to be considered in a favorable light by those familiar with races over the regatta ground.

THE FOOL'S JUMP.

Frank Thorne's Perilous Leap from the Top of a Buffalo Elevator.

From the Buffalo *Express* of the 4th instant we take these details of Thorne's foolhardy attempt:—

Five o'clock was the hour named for the jump, and at a quarter to five the patiently waiting crowd had the satisfaction of seeing Thorne make his appearance upon the roof of the elevator. He was accompanied by his friend Joseph Pope, and as the two advanced to the edge of the roof and looked over down into the water beneath, the spectators felt their flesh creep and their limbs shake as they thought of a human being throwing himself from that dangerous height. But neither Thorne nor his companion seemed to experience any fear, for they surveyed the situation very coolly for a few moments, and the "jumpist" retired to prepare himself for the leap. The assistants meanwhile fixed a short board over the edge of the cornice so as to allow Thorne a standing place clear of the elevator.

After sitting for a while to thoroughly compose himself for the perilous adventure, Thorne stepped out upon the frail platform and advanced to its utmost edge. He twice waved his hand to the people so anxiously and nervously watching him, and then sprang out into the air. The leap was fairly made, and for about a quarter of the distance down he descended in very nearly an erect position; but half way down, to the horror of the spectators, he gradually turned forward, and at last struck the water upon his right side with a tremendous and horrifying concussion, the descent occupying, as timed by Mr. Pope, four and one-half seconds. When the manner of his striking the water and the awful detonation produced became apparent to the senses of the multitude, a sickening shudder passed through them and a cry of terror arose; strong men blanched pale as death and women shrieked and fainted. Not one who witnessed the scene but who thought Frank Thorne was a lost man. A rush of boats immediately took place toward the spot where he went down, one, containing an enterprising coroner, being well in advance.

They lifted him to the wharf and he walked up the steps and into the elevator, but then immediately fell to the floor powerless, and dripping with his blood, which the shock had forced out through the skin of his right side, arm, and thighs, the left leg having apparently been advanced a little in front of the other as he struck.

The shock to Thorne's system was indeed a terrible one; he was partly unconscious, and his pulse for the first hour almost imperceptible.

He will probably be a long time in recovering his usual health, and his condition will likely be such as to render his proposed suicidal leap at Niagara Falls on the 13th an impossibility.

As a high sensation performance this is without a parallel in the history of this vicinity, and the many who witnessed the thrilling and frightful descent will long remember it with shudders as a thing never seen before and never likely to occur again. The distance from the roof from which he jumped to the level of the water is one hundred and forty-five feet by actual measurement.

OBITUARY.

Captain William Skiddy

died at Stamford, Connecticut, on Monday, July 25, in the seventy-seventh year of his age. Captain Skiddy was born at Peekskill, New York, in 1794. He early displayed a liking for the sea, and in 1805 sailed on his first voyage in the merchant service. On the breaking out of the war with Great Britain, while first mate of the brig Stephen, that vessel was captured by the British frigates Andromache and Britain. He was a prisoner on board the Hector prison hulk (an old line-of-battle ship), in Plymouth harbor, England, till exchanged and sent home in the cartel-ship Robinson Potter, March, 1813, after eight months' captivity. On reaching New York he entered the very next day as volunteer master's mate on board the United States sloop-of-war Hornet. He was with Captain James Biddle on board the Hornet while she was blockaded in the harbor of New London. In November, 1814, the Hornet ran the blockade and reached New York, from whence she sailed as part of Commodore Decatur's fleet January 22, 1815. Captain Skiddy was in the Hornet when she captured the British brig Penguin, off the island of Tristan d'Achuna—one of the latest and not least brilliant actions of the war, and when she escaped from the British seventy-four Cornwallis, after an eventful and exciting chase, in which the Hornet was compelled to throw over guns, boats, and everything else that could be spared.

At the close of the war he returned to the merchant service. He continued in this service until 1847, when he retired from the sea. In 1844 he began his work of naval construction, building the ship John R. Skiddy, and in 1846 built the New World, both of which vessels were then unsurpassed as merchantmen. Soon after leaving the sea the United States Government appointed him to superintend the construction of the Collins steamers, which were then to be in Government employ as mail steamers and to serve in war in the navy. He designed the Humboldt, Franklin, Arago, and the Fulton, of the French line, and all of the Pacific Mail Company's steamers to the building of the Alaska.

One valuable service to the country must not be passed by